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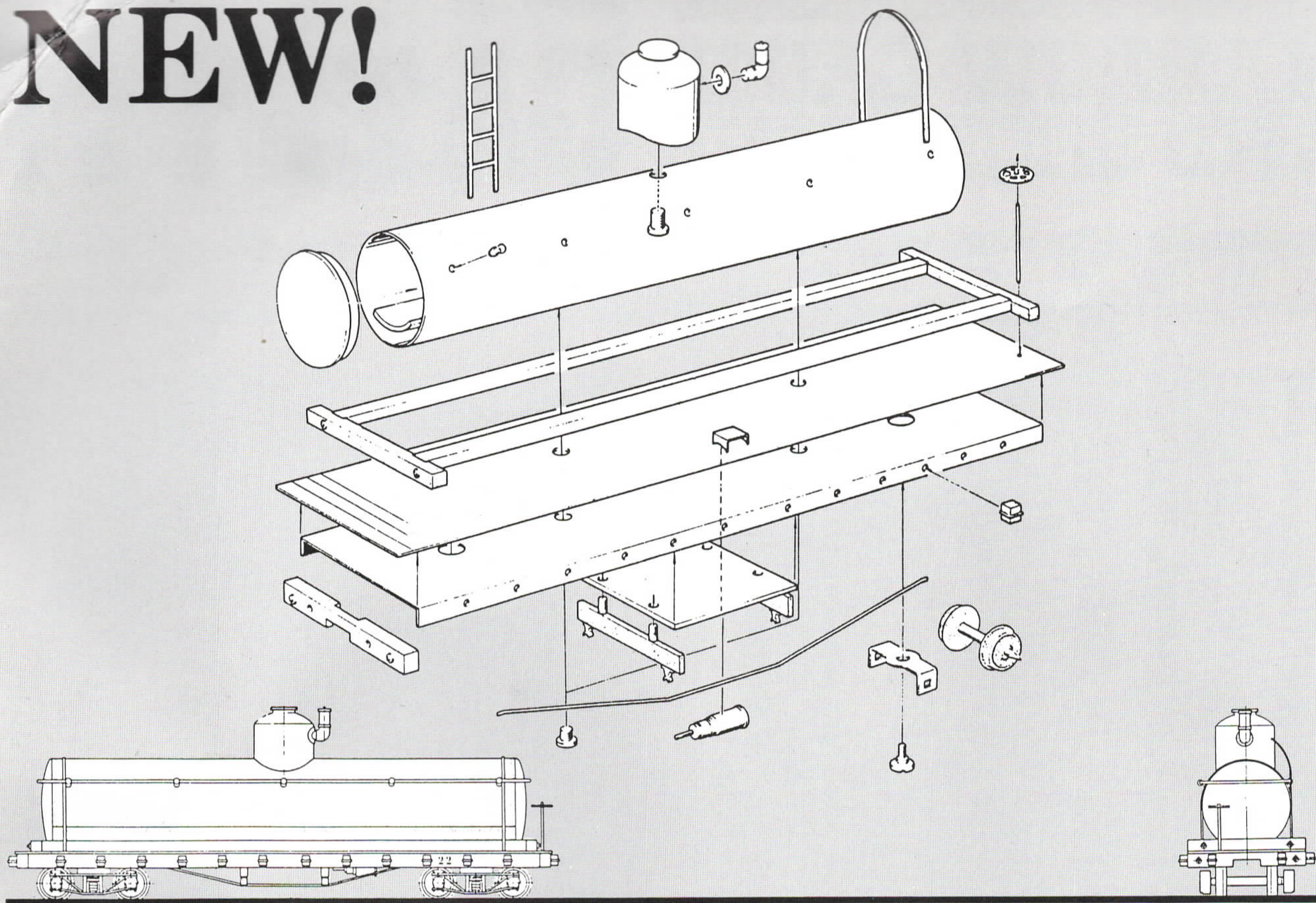
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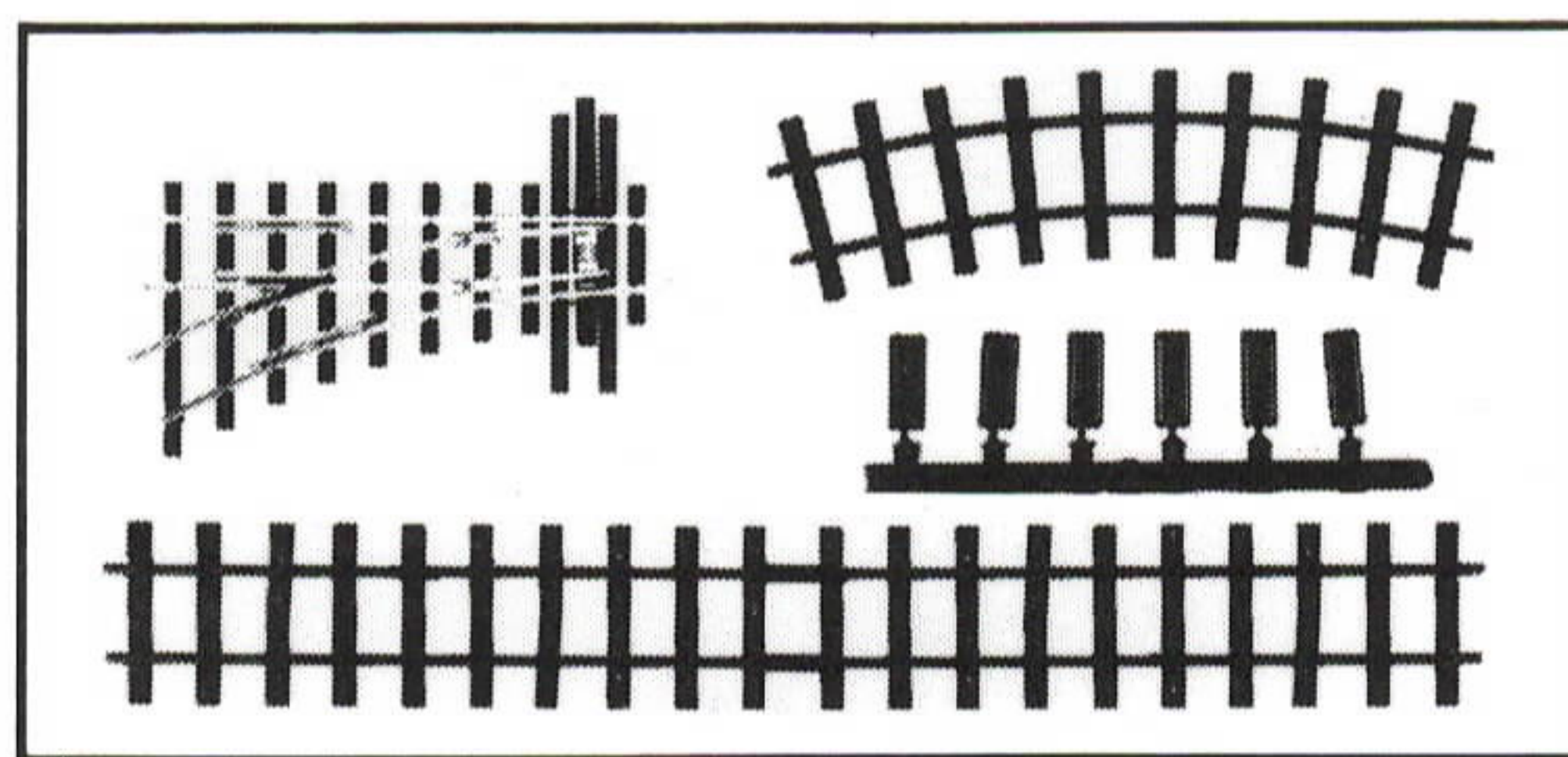
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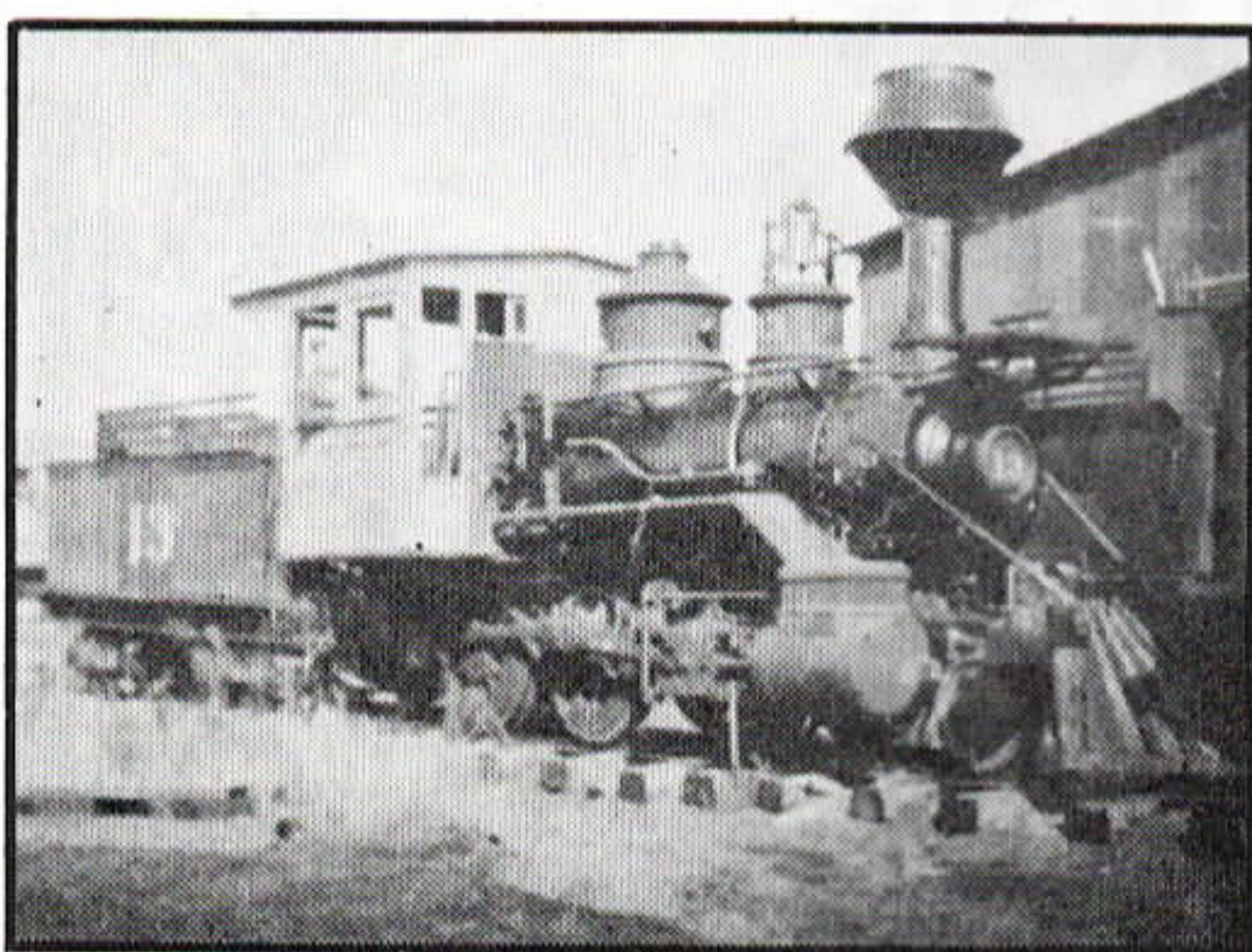
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NOVEMBER/DECEMBER 1984

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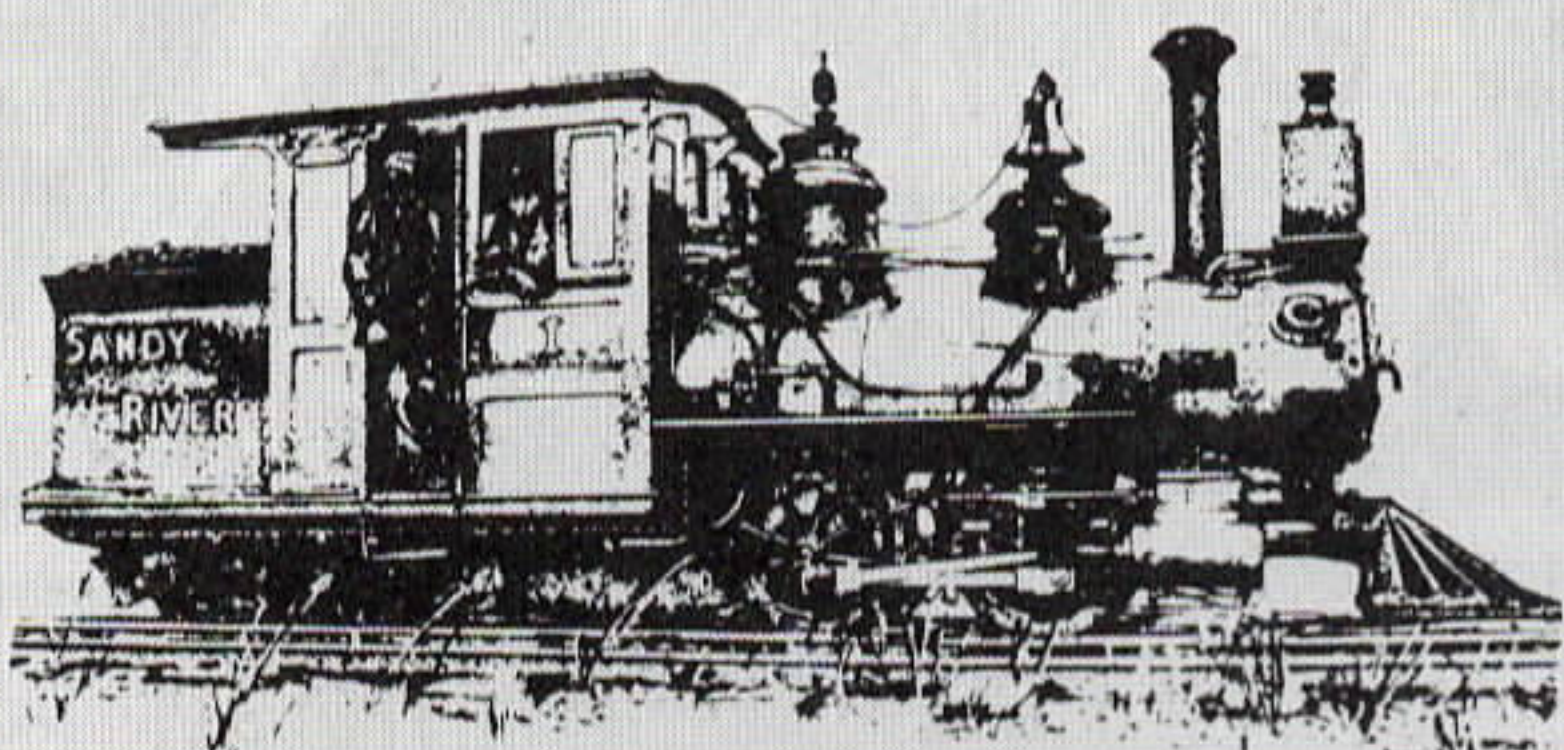
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Colorado & Southern #9 drifts under the Devil's Gate Viaduct on the Georgetown Loop. This splendid watercolor was painted by Jan Rons and is now in the Bob Dezelin collection.



NARROW GAUGE AND SHORT LINE GAZETTE

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Subscription Rates:

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2nd class mail \$15.00 per year

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Foreign Rates (including Canada)

Surface \$20.00 per year

1st class Canada \$30.00 per year

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Dealers:

Dealers write for dealer terms directly to **Benchmark Publications, P.O. Box 26, Los Altos, CA 94022, USA.**

Returns: Send entire magazine please.

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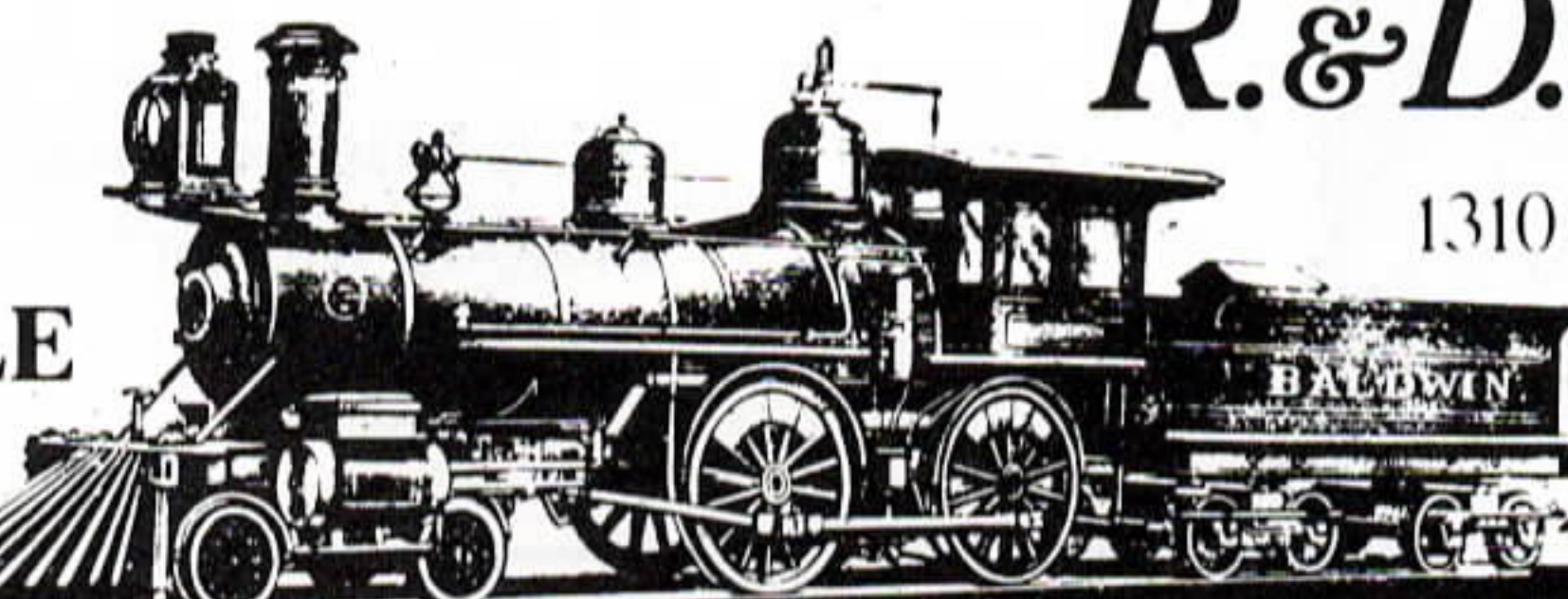
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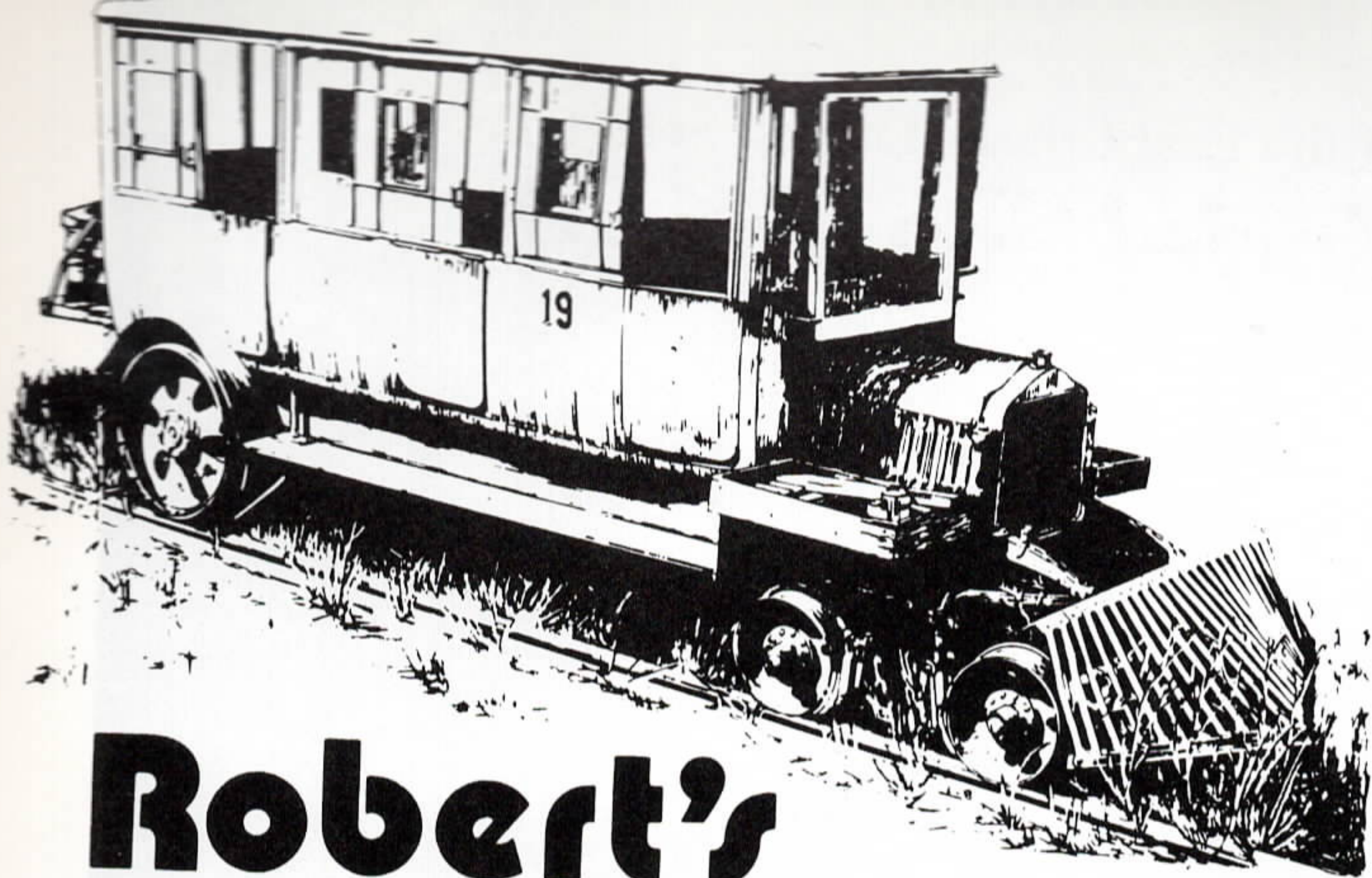
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Robert's Ramblings....

The Fourth National Narrow Gauge Convention
Photos by Bob Brown

We almost broke a thousand at Denver this year. The Fourth National Narrow Gauge Convention was a great success with about 940 narrow gaugers attending. The weather was great and the snows held off until after we left. The manufacturers' room was full and there were so many clinics I couldn't see them all. The layout tours I went on were great; in short, I had a fantastic time and I think the other 939 participants did too.

Starting on Wednesday, September 19, the convention committee kept things hopping. Lee Brown, Les Grenz, Jim Schwingle, Jim Trowbridge, and Don Winter, who made up the committee, are to be congratulated.

There were 38 clinics scheduled, covering most aspects of the narrow gauge world and narrow gauge modeling. **GAZETTE** authors Peter Barney, Dwayne Easterling, Charlie Getz, Marc Horovitz, George Konrad, Mel McFarland, Robert Sloan, Al Turner, Art Wallace, and Scott Zieske all gave clinics. I also gave a clinic on my own Tuolumne Forks.

Fifty-eight manufacturers attended and provided displays of their products. There were so many, in fact, that the manufacturers' room overflowed and many displays were held in hotel rooms and an annex down near Caboose Hobbies in Denver. The committee provided signs and a list of all of the out-of-hall exhibits so no one got lost. There were many new items on display, ranging from Nn3 models up to large scale ride-on narrow gauge trains. **GAZETTE** advertisers, Builders in Scale, were showing their new Jefferson station in HO, Caboose Hobbies had a display complete with a never empty coffee pot. Classic Miniatures, Colorado Scale Models, Coronado Scale Models, and Crummy Products were there. Jim Finnell, Flying Zoo, and Grandt Line (with its new On3 dump car and almost completed On3 work Goose #6) were there. The Great American Buckle Company was there, Keller's Onboard sound reverberated, and North West Shortline displayed its new drives. Overland had a display case full of new models, and Power Systems was showing off its new small size receivers. PBL had its Sn3 model of Chama, and Precision Scale was showing Al Armitage's beautiful portable layout. Rail Craft, Rick's Grande Narrow Gauge Car Shop, R. Robb, The Rocky Mountain Railroad Club and the Rock Quarry were all there. Roger's Locomotive Shop, Sandy River Car Shops, the Sidestreet Banner Works, Sloan, Taurus, Tomalco, Trainmaster, Trains of Texas, Triangle Scale, Vintage Reproductions, V&T Shops, WB Video, Wallace Enterprises, Walthers and RG&W Shops (from Switzerland) all provided displays of their products.

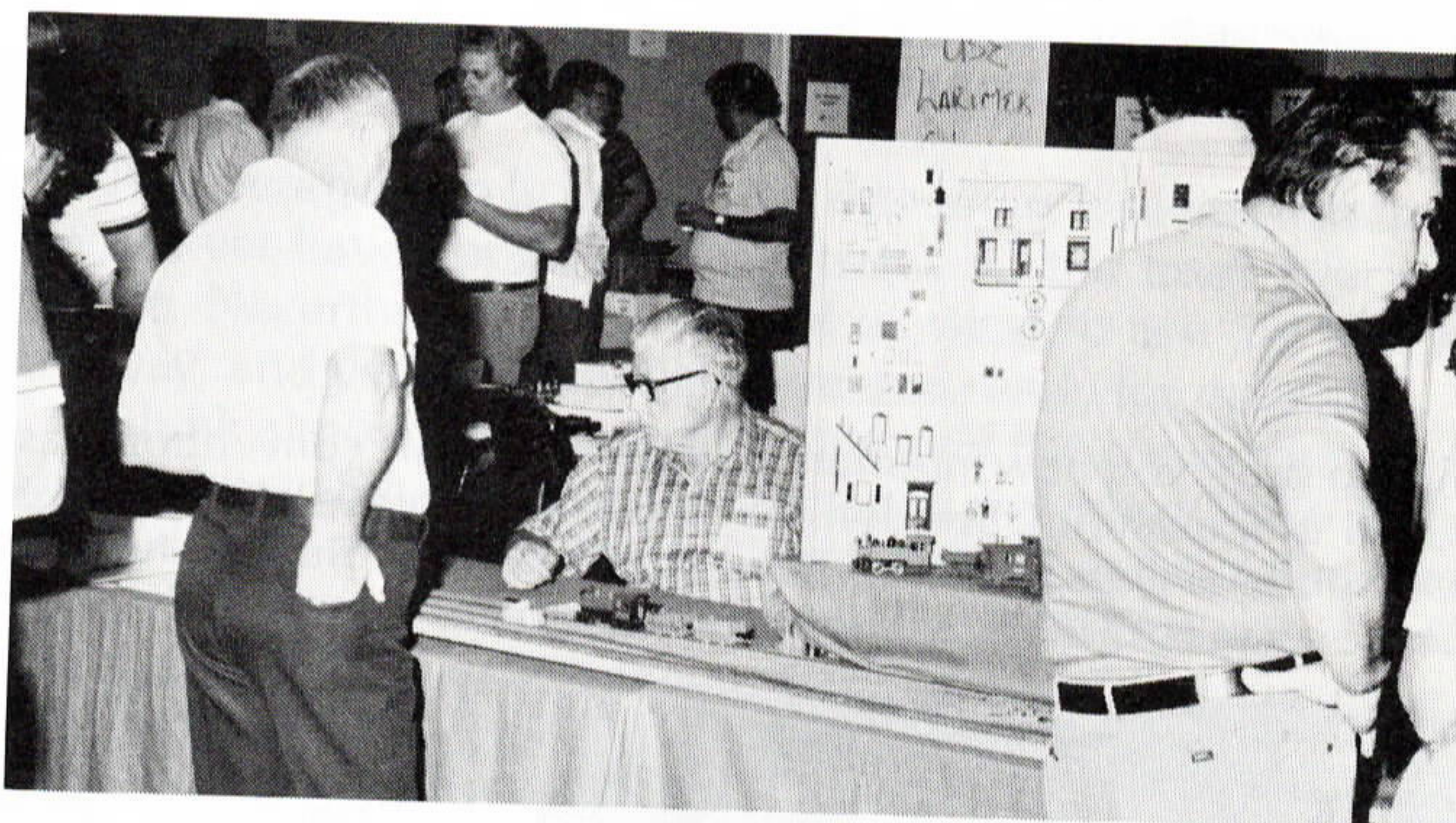
The **GAZETTE** was there along with John Hitzeman, who displayed his HO scale Little Helen mill along with his new American Model Builders mill machinery. Many thanks for helping us handle our booth, John.



A typical activity at the **GAZETTE** booth. This unidentified narrow gauger is taking a photo of John Hitzeman's Little Helen Mill.



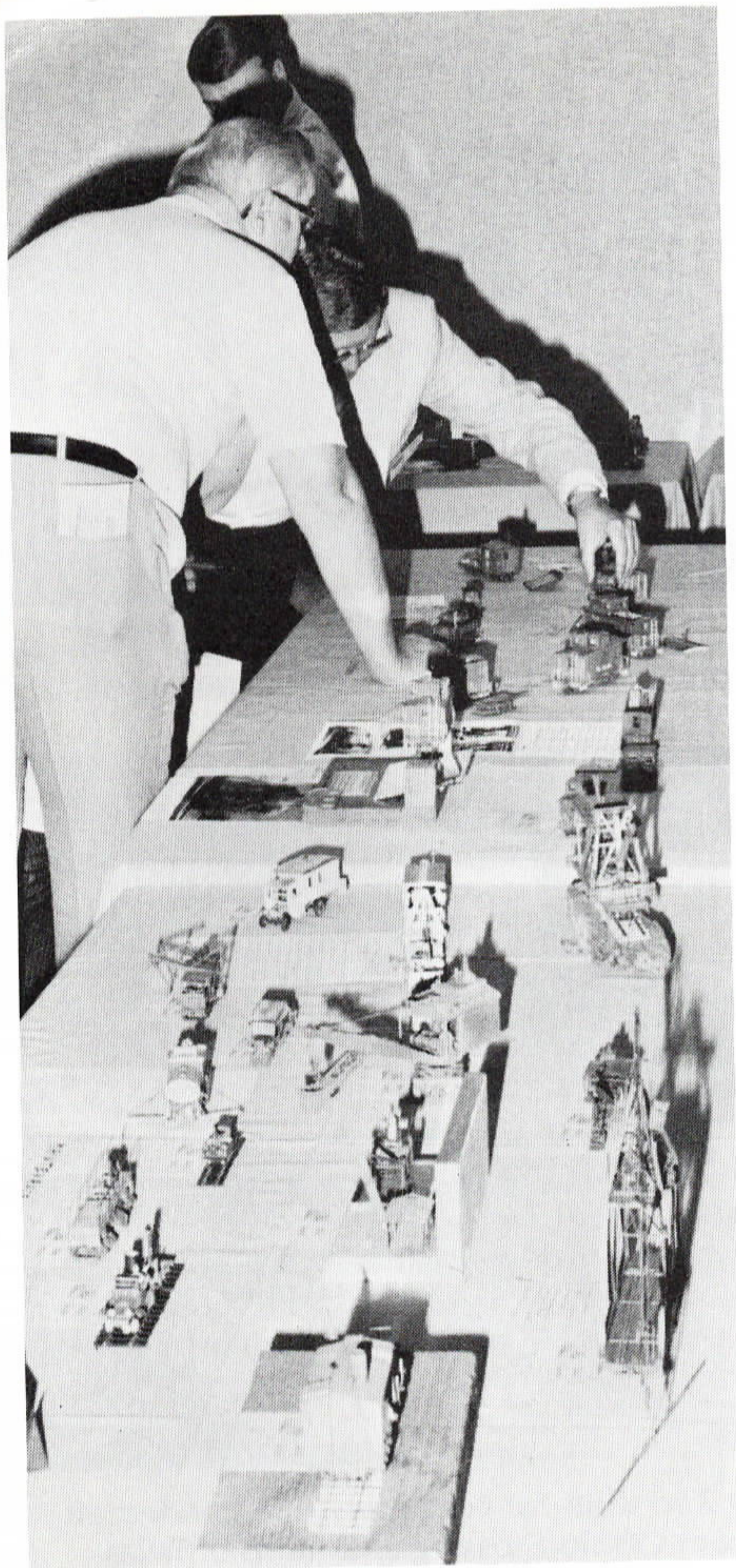
Shozo Inoue of Flying Zoo waits for customers. The gentlemen in the background are from Cibolo Crossing and Trains of Texas.



That's Cliff Grandt seated at his booth. Two great new products at the show were the Grandt Line On3 dump car and the (almost ready) Work Goose #6 in On3.



Jan Rons, Jim Finnell, and Mike Pearsall combined their considerable talents to present a very successful art show at the convention. Here are some of the paintings on display. That unidentified convention-er seems to be resting a bit before moving on to the next exhibit.



A candid shot of two fans trying to choose their favorite model in the contest room.

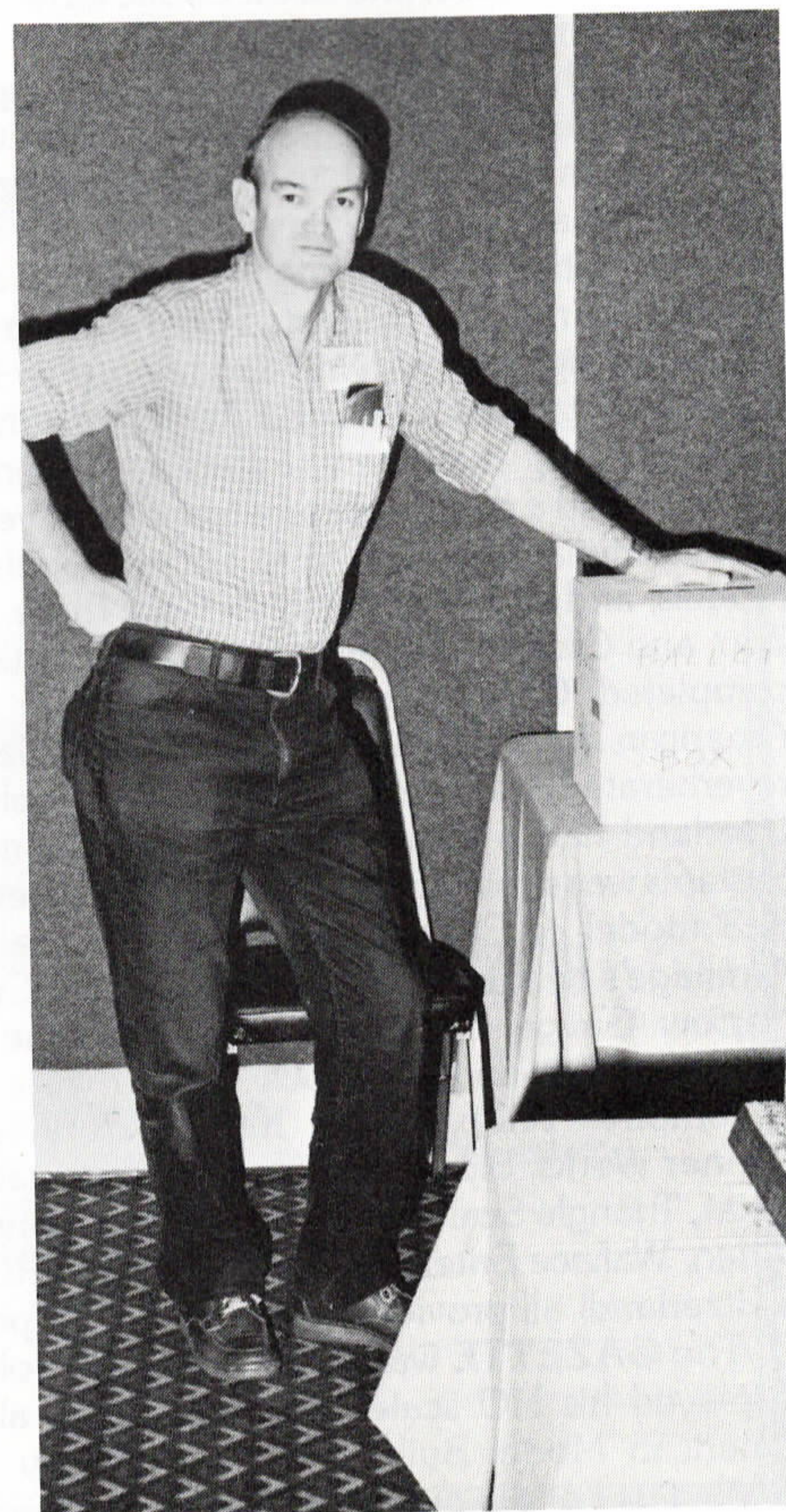


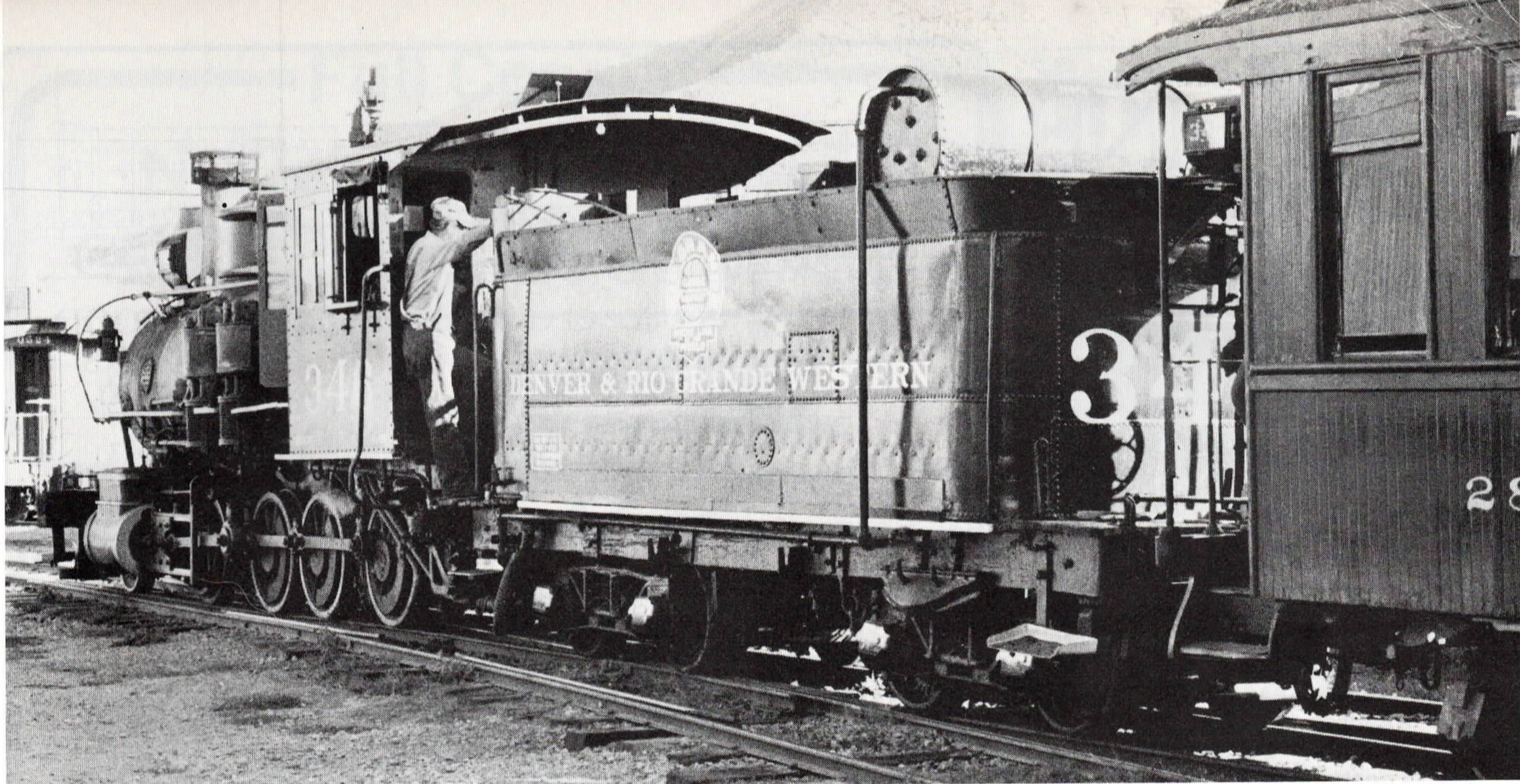
Yes, it is up. Here is the Georgetown Loop Bridge. The camera is looking back towards Georgetown.

Just to show you how international the "national" convention was, here is the Narrow Gauge Guild of Stockholm, Sweden. In a pleasant surprise at the convention, they very graciously elected Bill Peters, Russ Simpson, Charlie Getz and myself honorary members of their Guild. There were **GAZETTE** readers from many other countries there also.

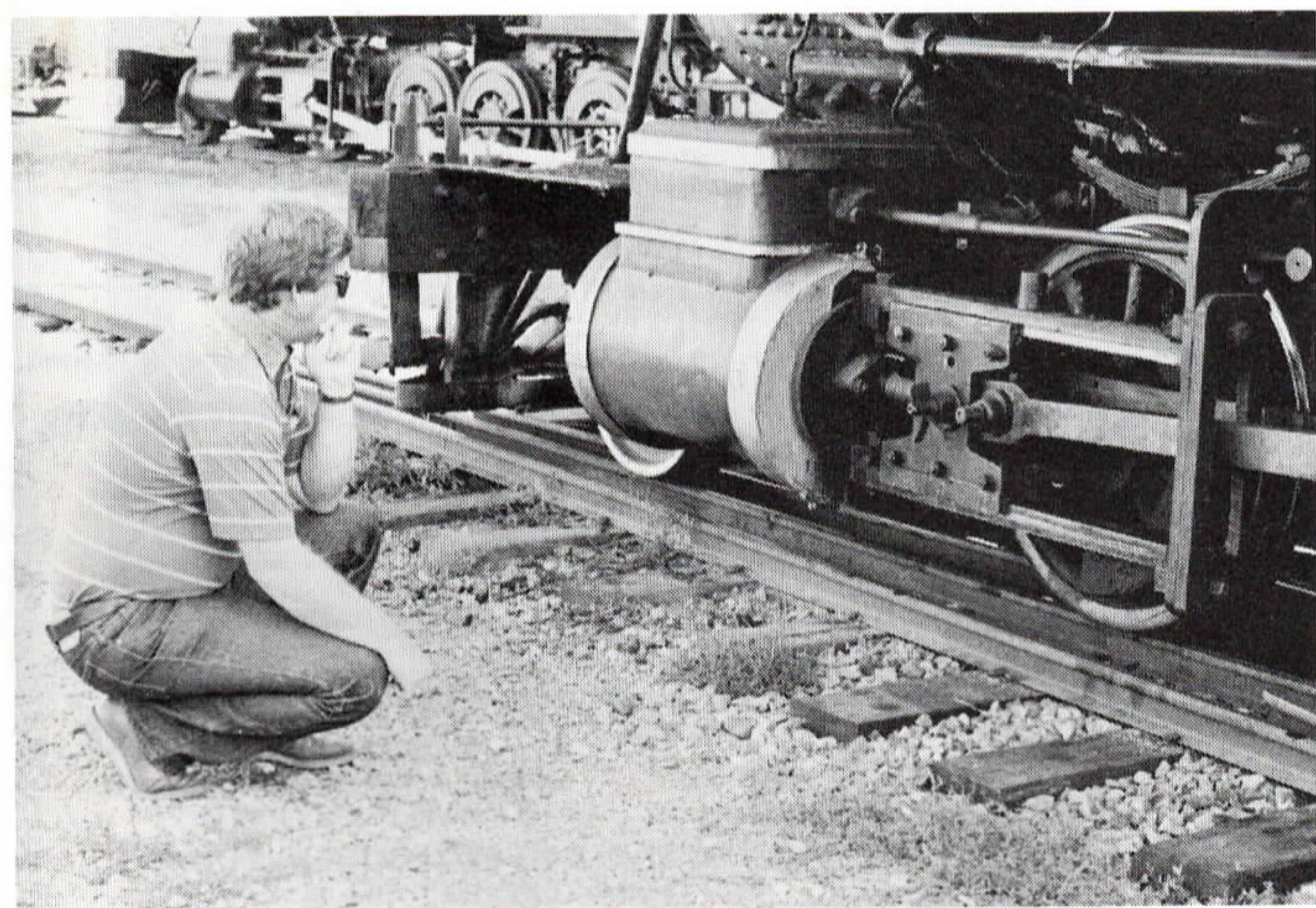


Tom Madden (who was in charge of the contest room) guarding the ballot box. I sure wouldn't want to mess with him - Tom didn't need a badge or gun to achieve that western sheriff, law 'n order look.





Number 346 entertained us at the Colorado Narrow Gauge Museum.



Rapture at the Colorado Railroad Museum. An unidentified fan meditates on the cylinder and crosshead of #346.



Cliff Grandt, the Dean of Styrene, in front of Goose #6, ruler in hand.

NOVEMBER/DECEMBER 1984

There were 19 layouts on display plus Sundance Publications with their Sn3 module. The annex next to Caboose Hobbies held the Keller Onboard sound display, an LGB modular layout, and an On3 modular layout. I was impressed with the quality of the fine layouts on display. There was no way I could see all of them in the time I had, but I made a valiant try. Each of the layouts I visited provided great ideas, but the most valuable for me was Don Meeker's On3 layout. His tramway house on this layout is made of foam core (also called foam board). Don told me how he did it and promised to write an article for the **GAZETTE** on the subject. I went right out and bought some foam core for a big building I want to make for Tuolumne Forks.

The Georgetown Loop was not operating. It seems that they do not yet have approval to run trains on the track over the bridge. Nevertheless, I think all of us went to see the bridge anyway, and yes, it is actually there and ready for operation.

I think almost everybody that attended the convention also made visits to Silver Plume, Georgetown, and other Clear Creek areas. I want to thank Charlie Getz for being such a good tour director. He took Shozo and Harumi Inoue of Flying Zoo and me to Cripple Creek and Victor, Colorado. He drove us down some old right-of-way on a memorable trip. The Colorado Railroad Museum in Golden was open and both Gooses #2 and #6 were running along with steam engine #346.

The contest was beautiful and the winners can be seen in this issue's Gallery. Sorry I didn't get the photo contest winners. If someone will send them to me I'll publish their names in the next issue. The raffle raised over \$1000 for the Colorado Railroad Museum. The auction was a success and Charlie Getz auctioned off a copy of the latest **GAZETTE** for \$20.00 with the proceeds going to the Colorado Railroad Museum.

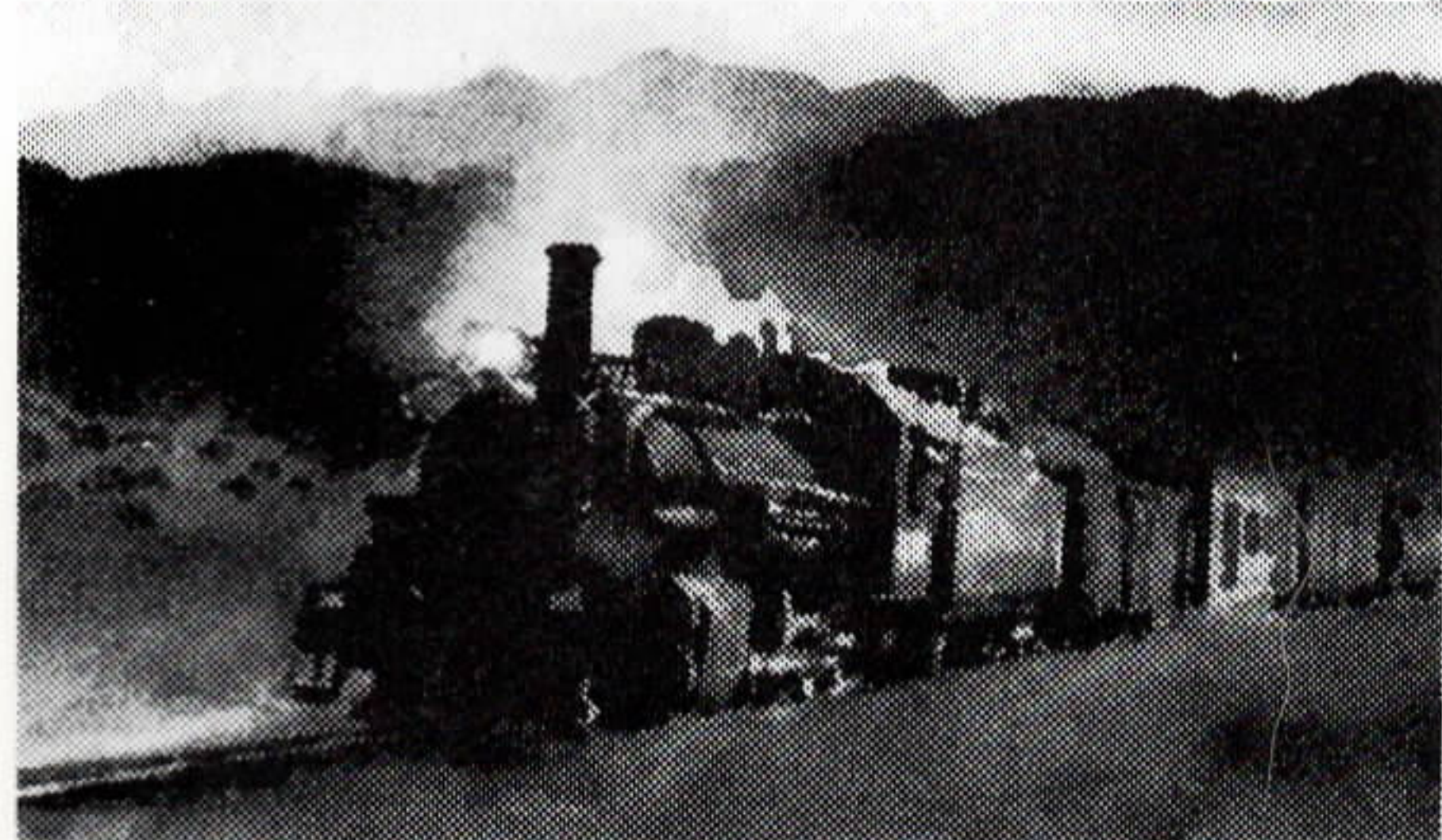
The next convention, which will be in Columbus, Ohio, was introduced in a fine presentation at the awards assembly Saturday night by Lee Rainey and Harry Sage. It looks like Columbus will be another great convention so let's all get over there and support it all the way. The 1986 convention will be back in Denver, so if you missed this one, you have another chance to enjoy the great layouts and fine scenery and railroad history of the Denver area.

Again, my thanks to the convention committee for a job well done. You guys certainly know how to put on a convention.

Bob Brown

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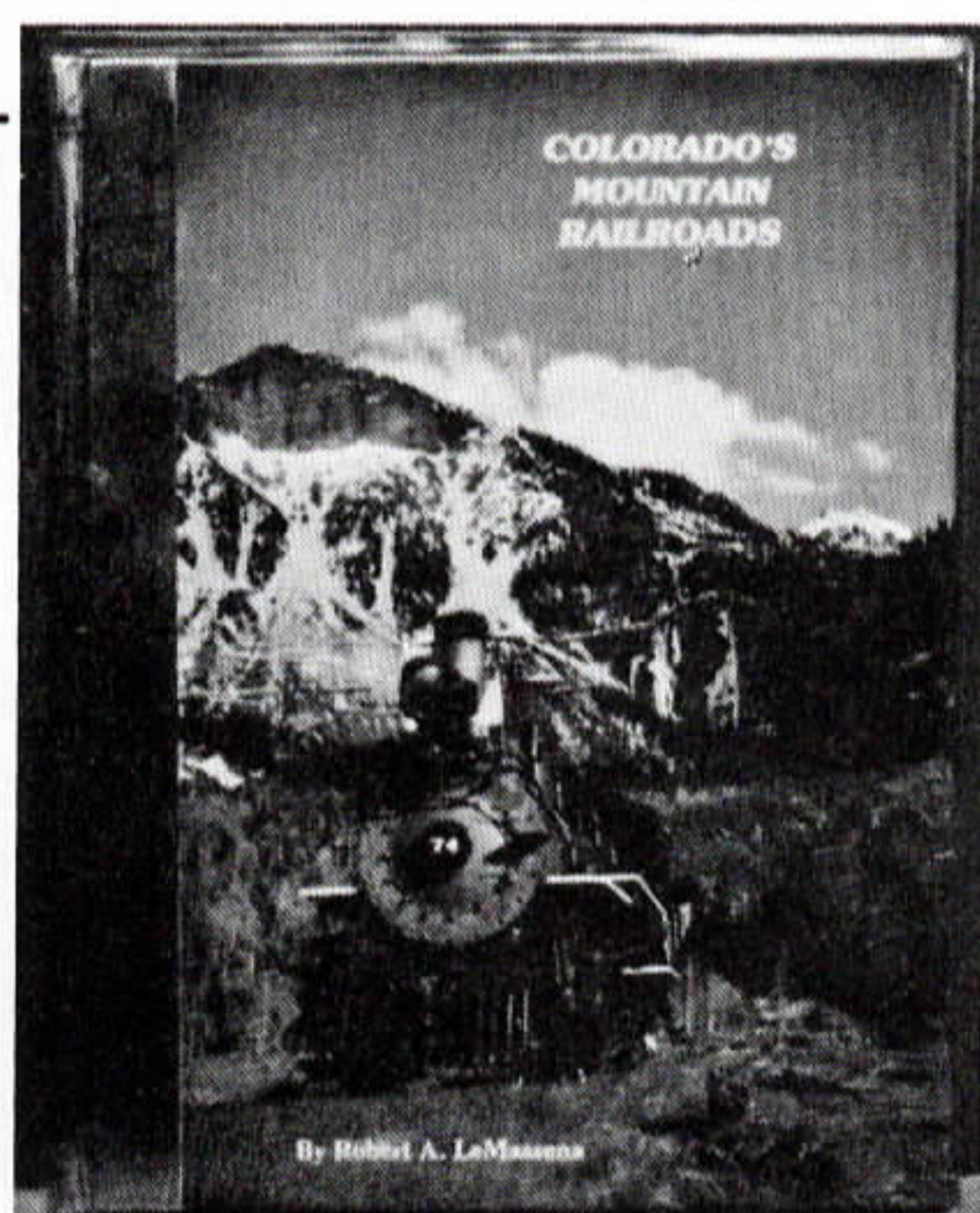
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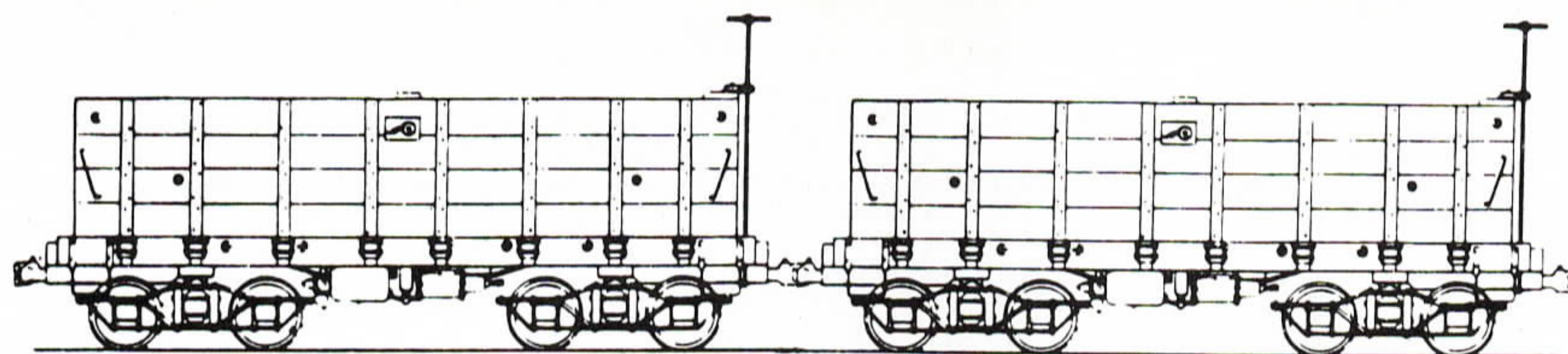
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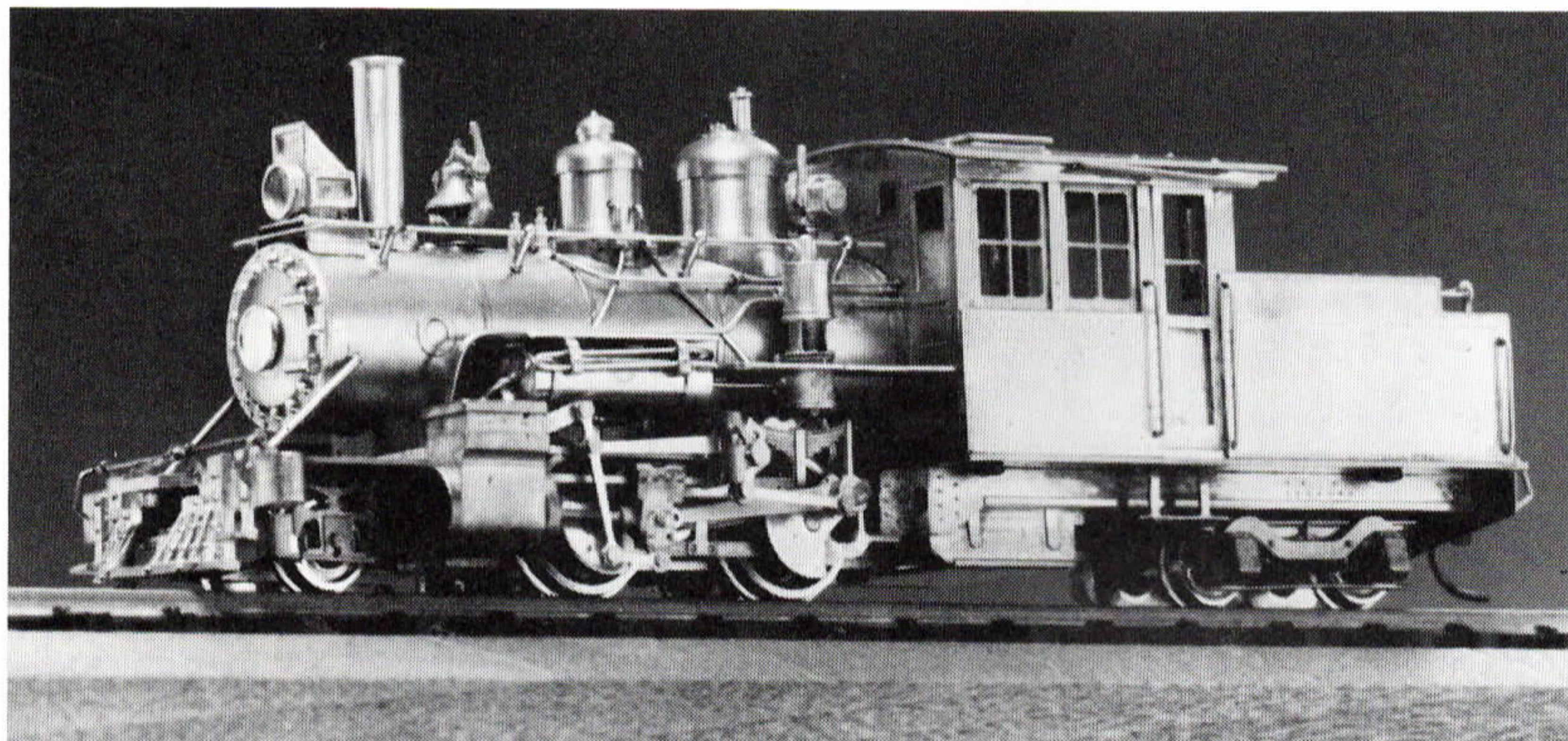
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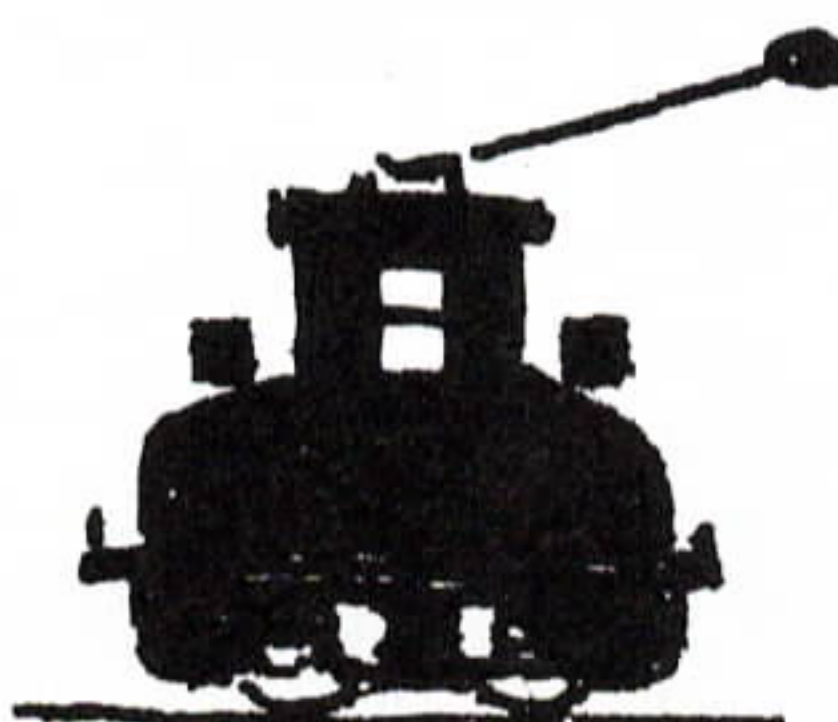
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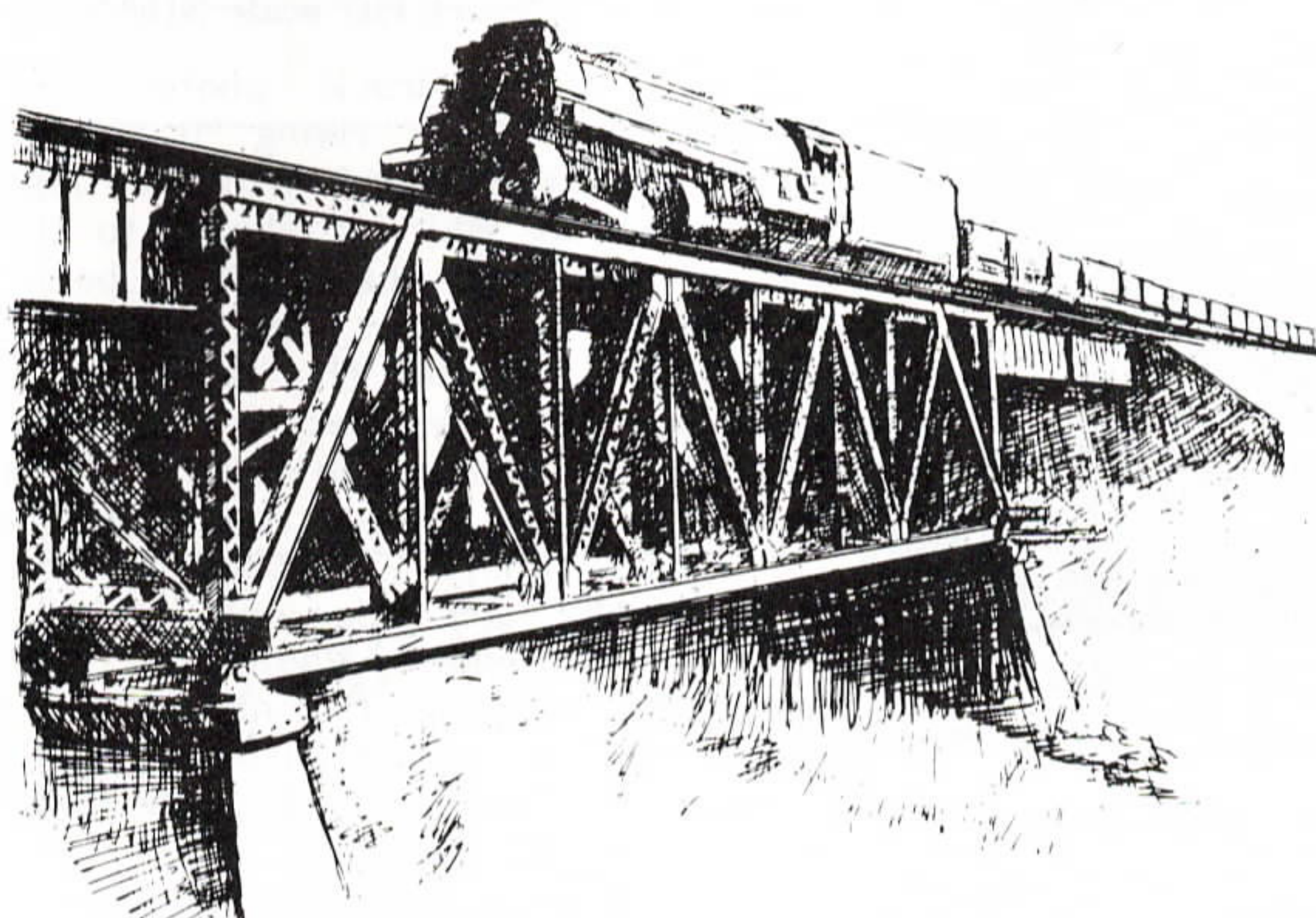
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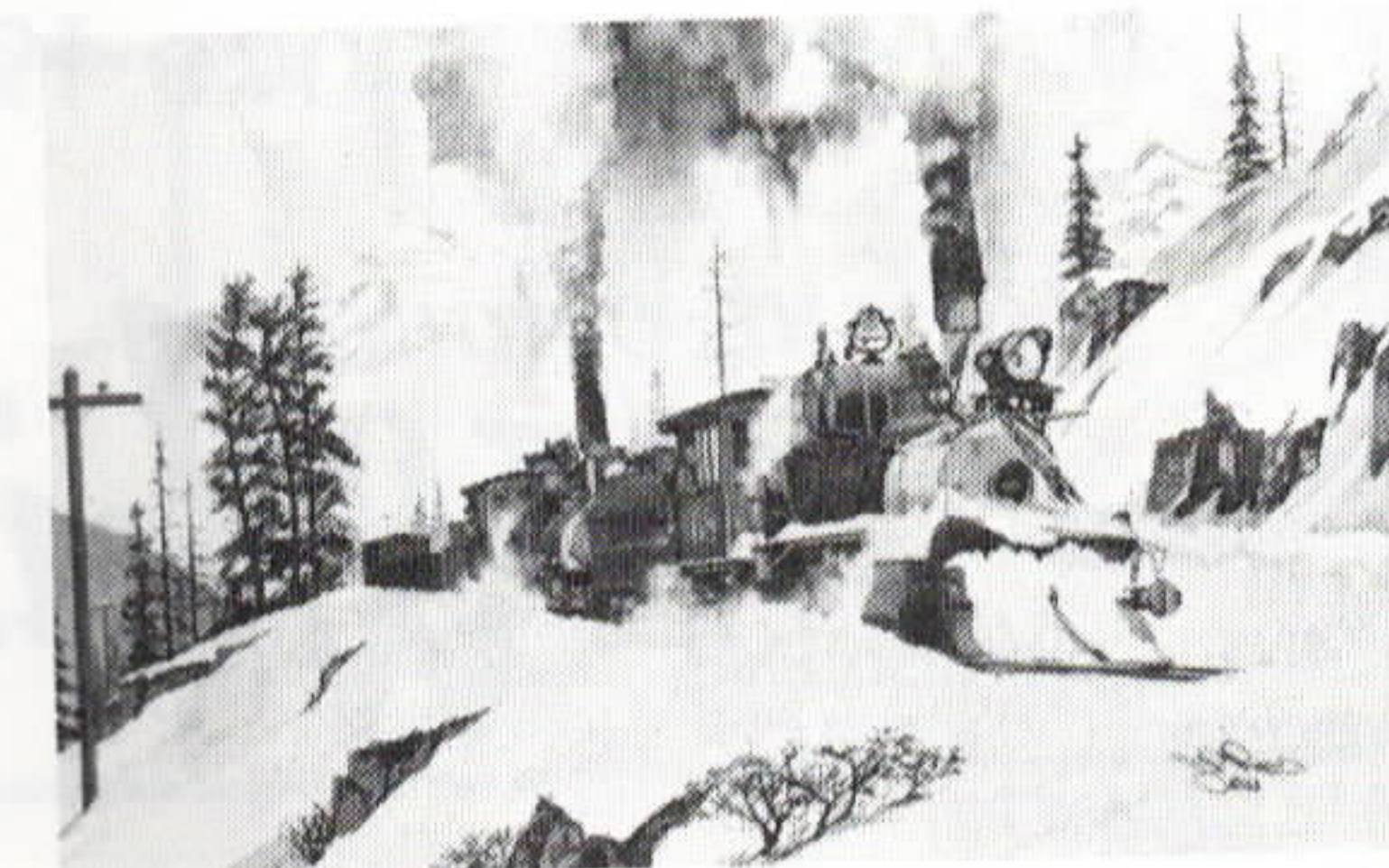
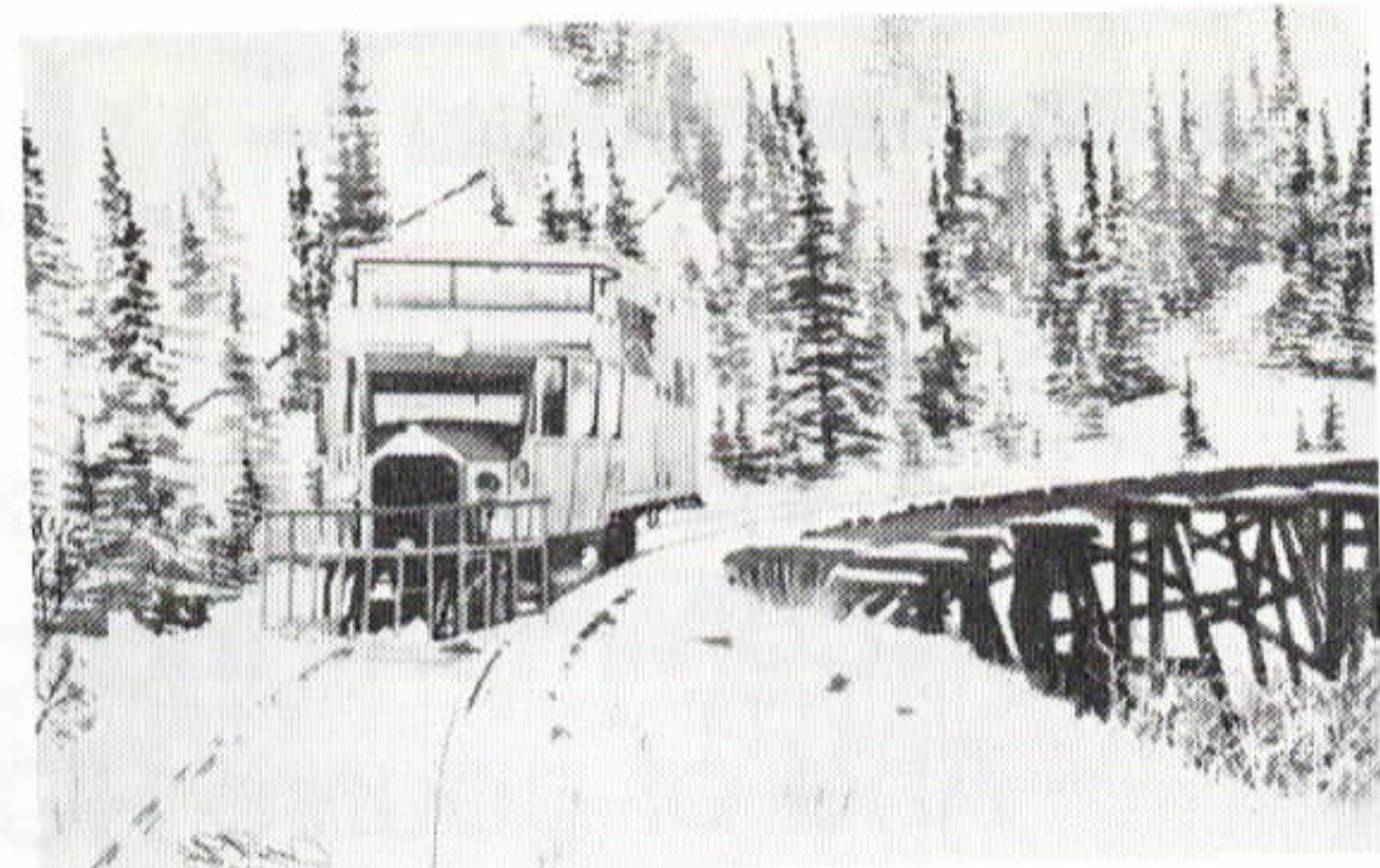
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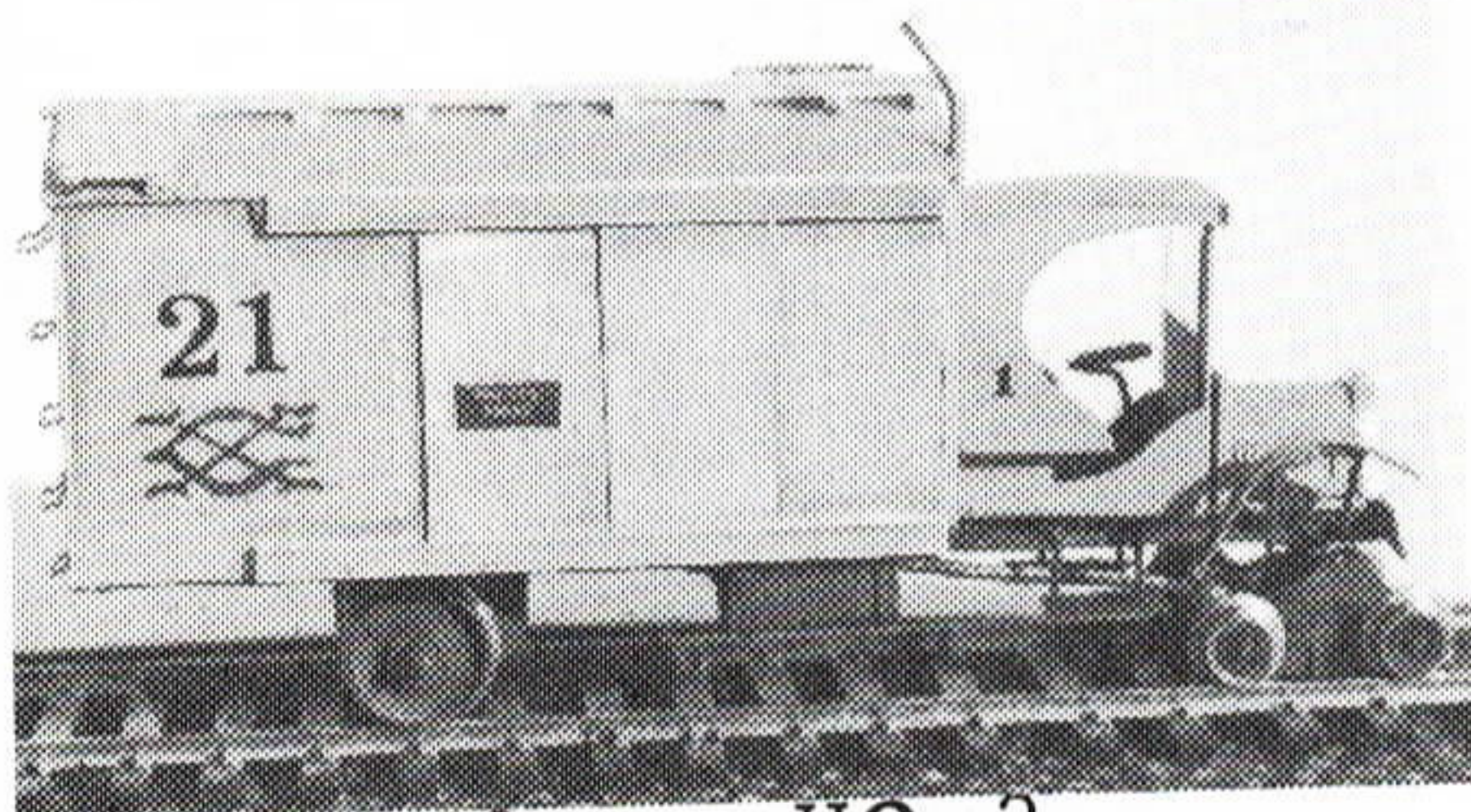
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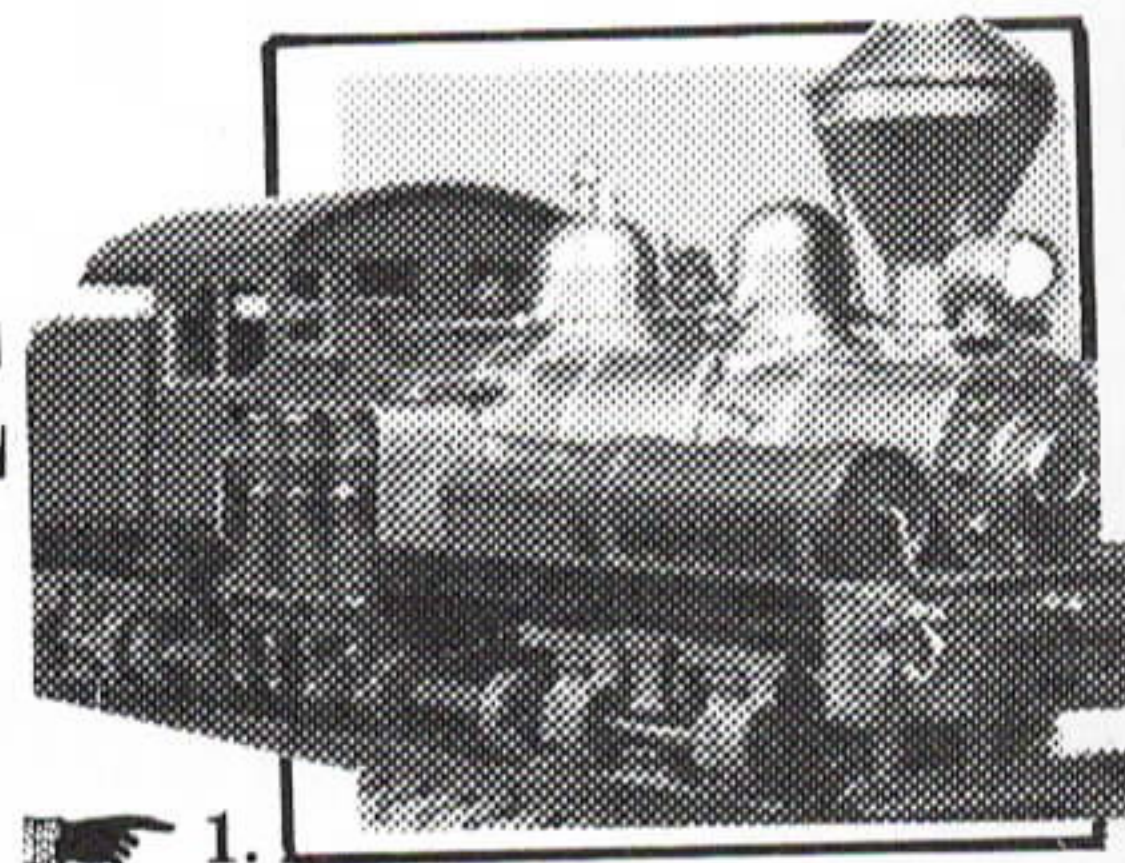
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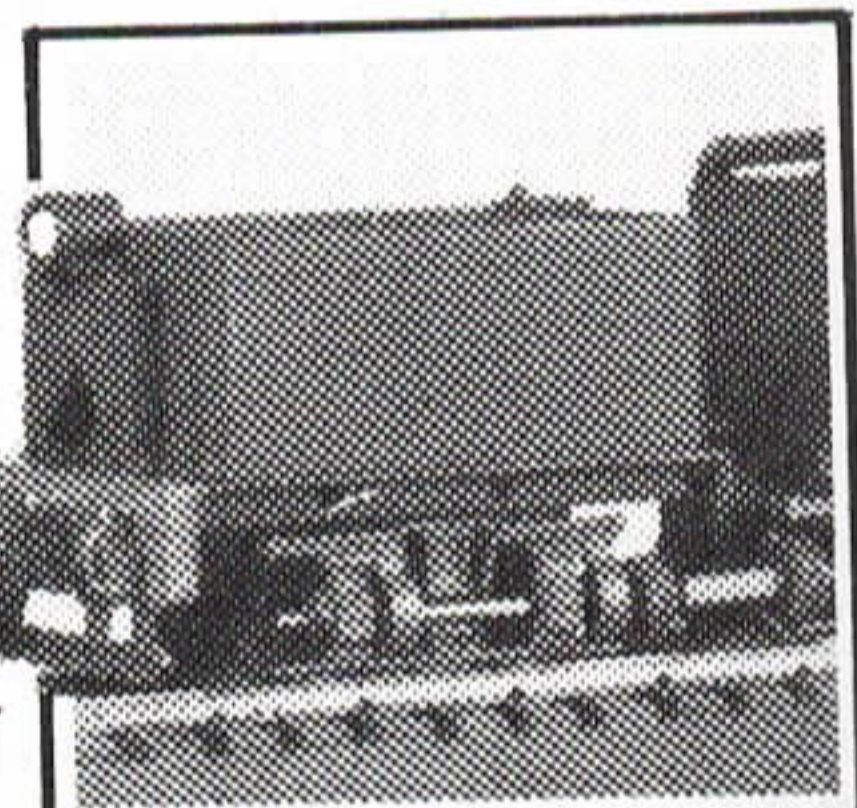
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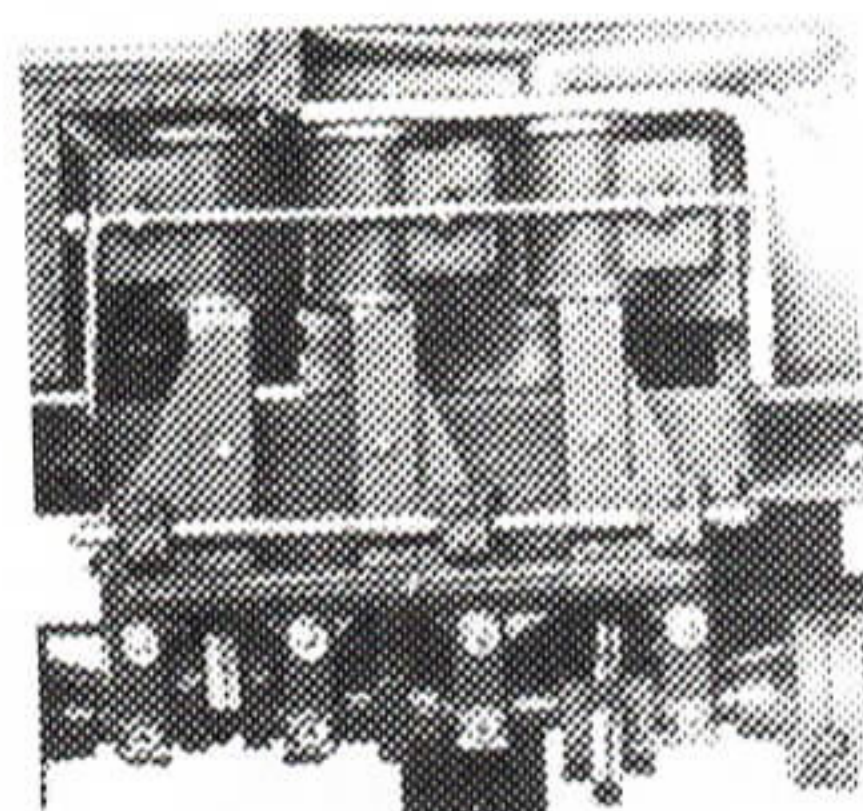
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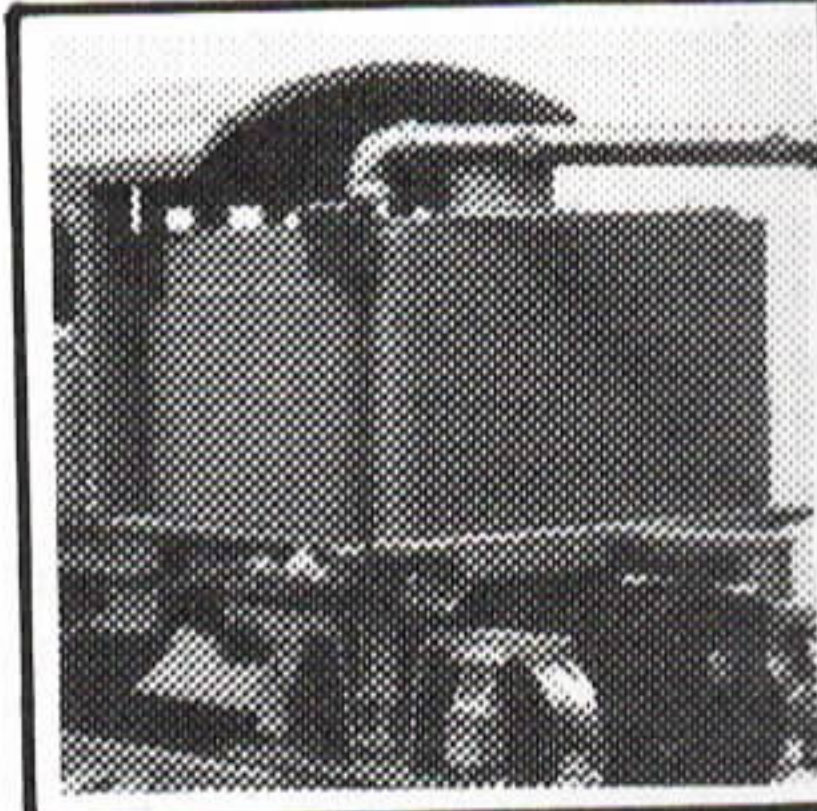
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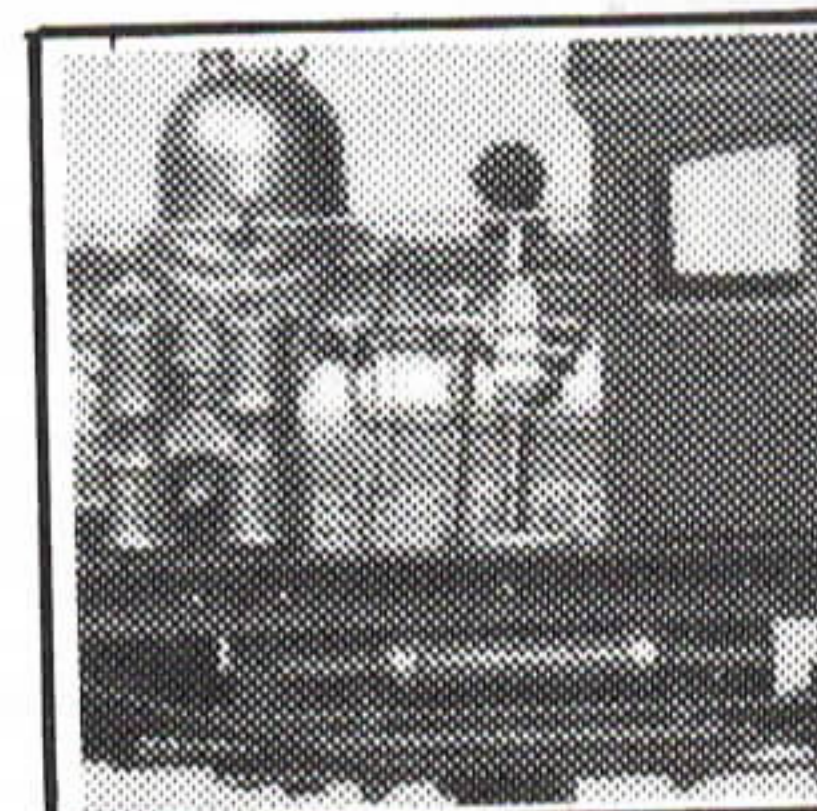
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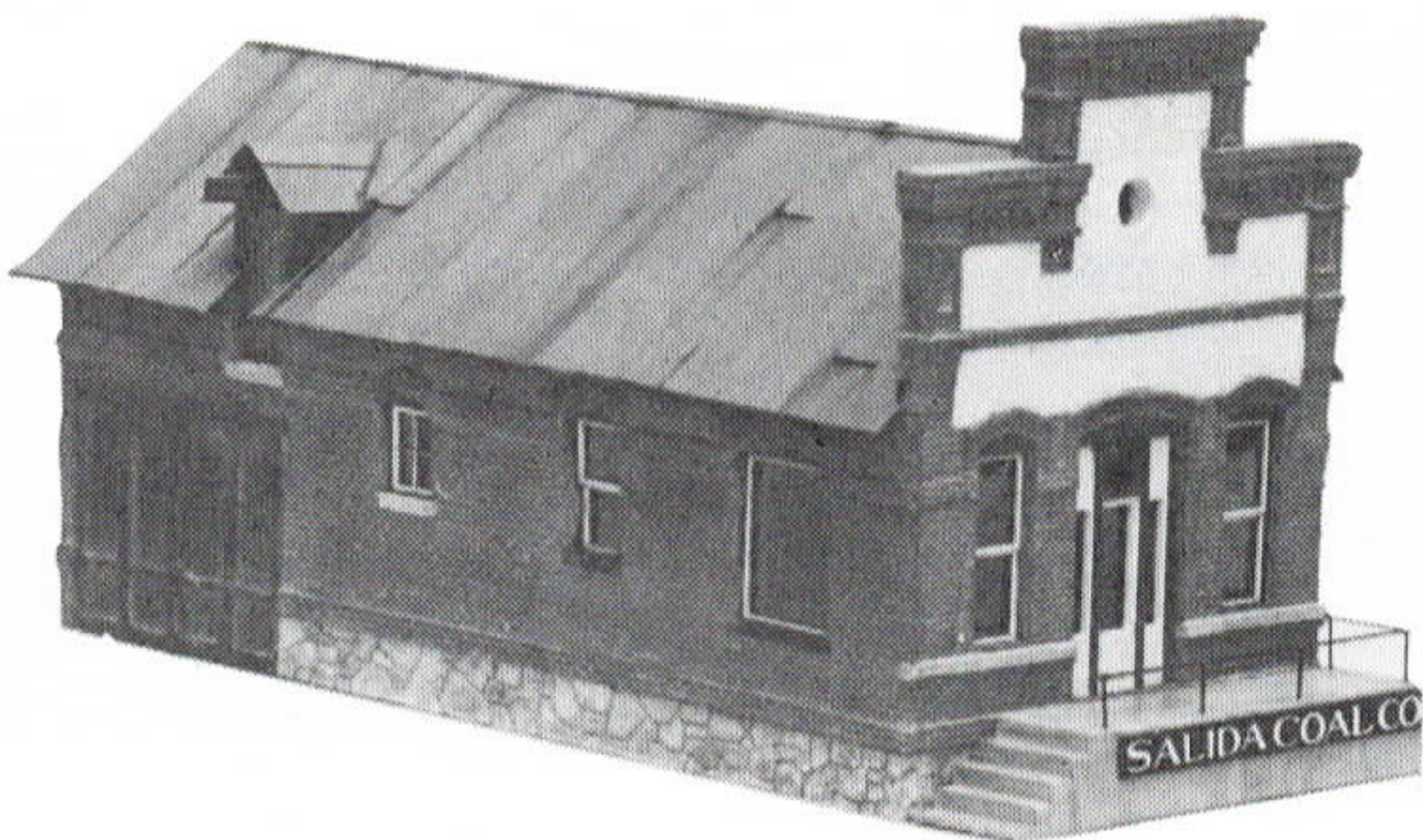
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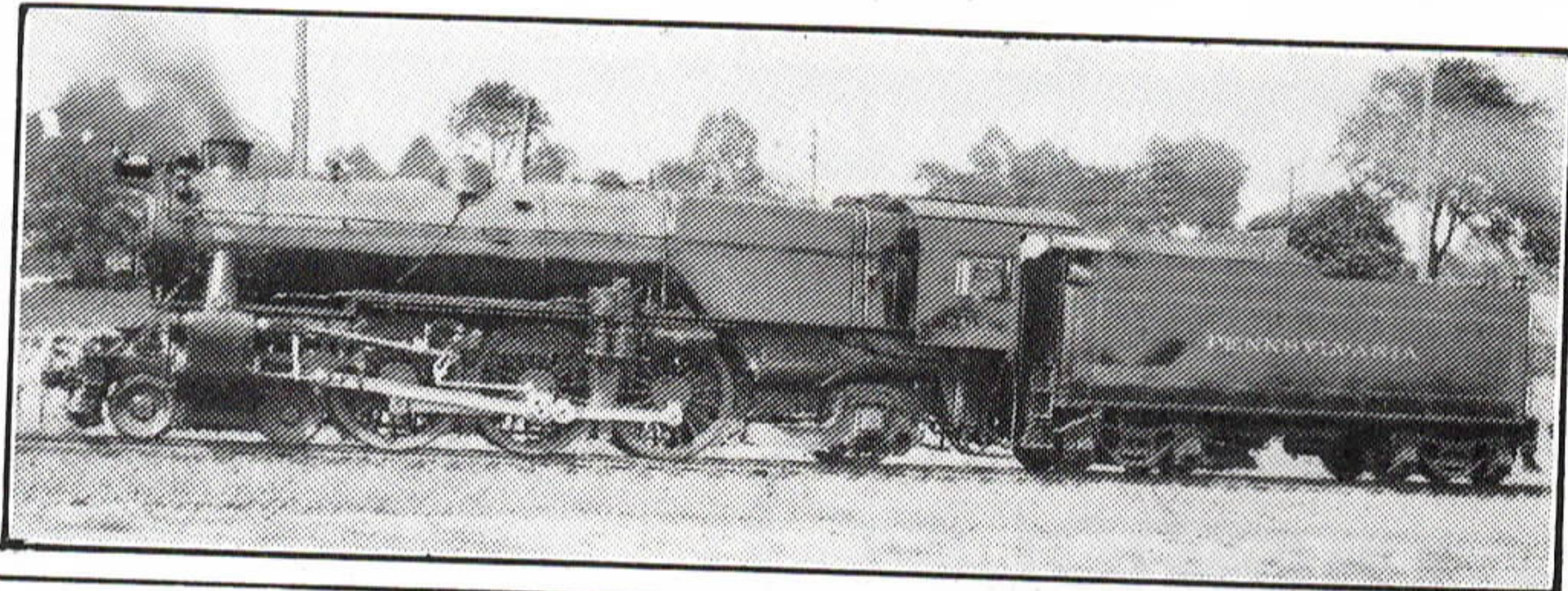
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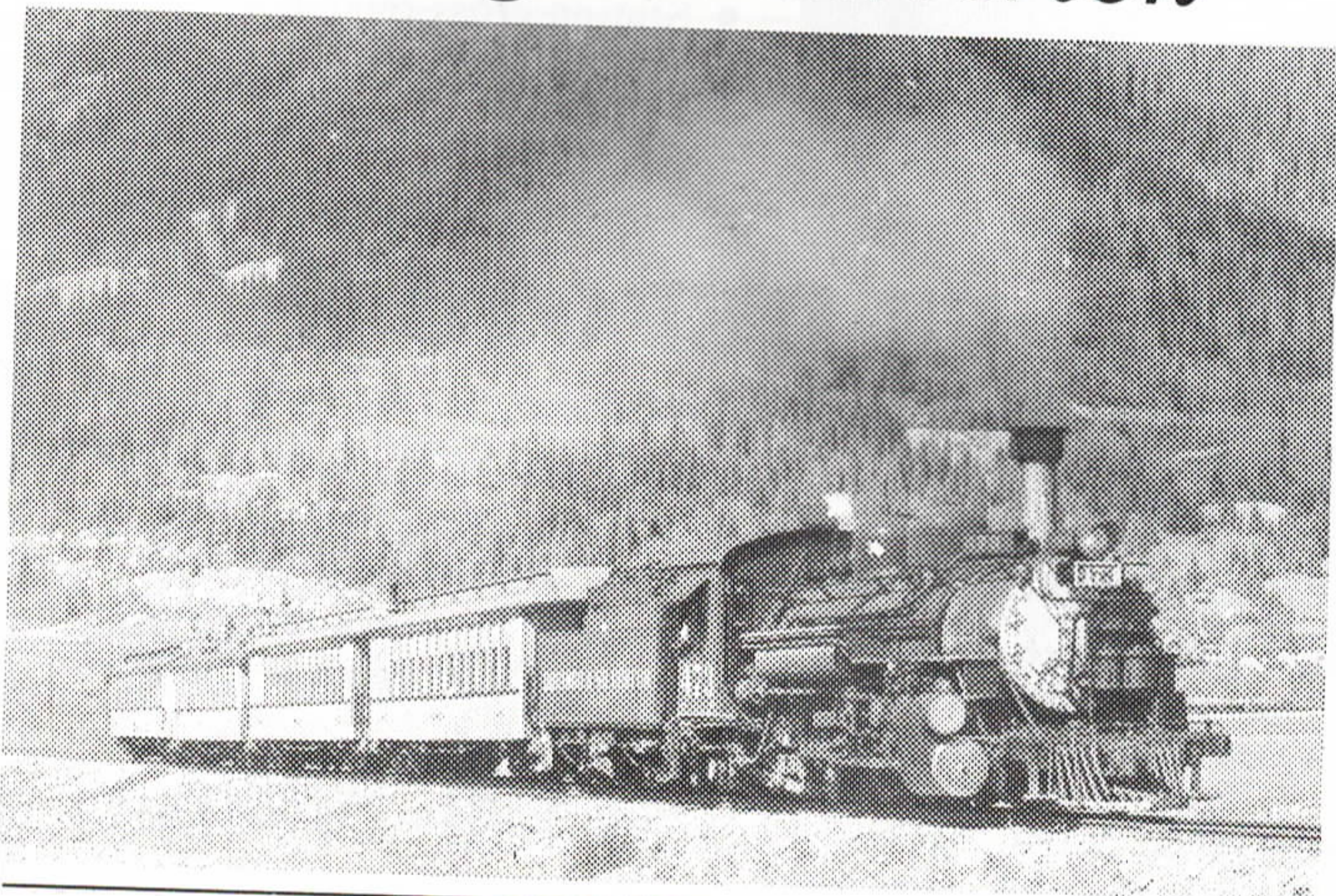
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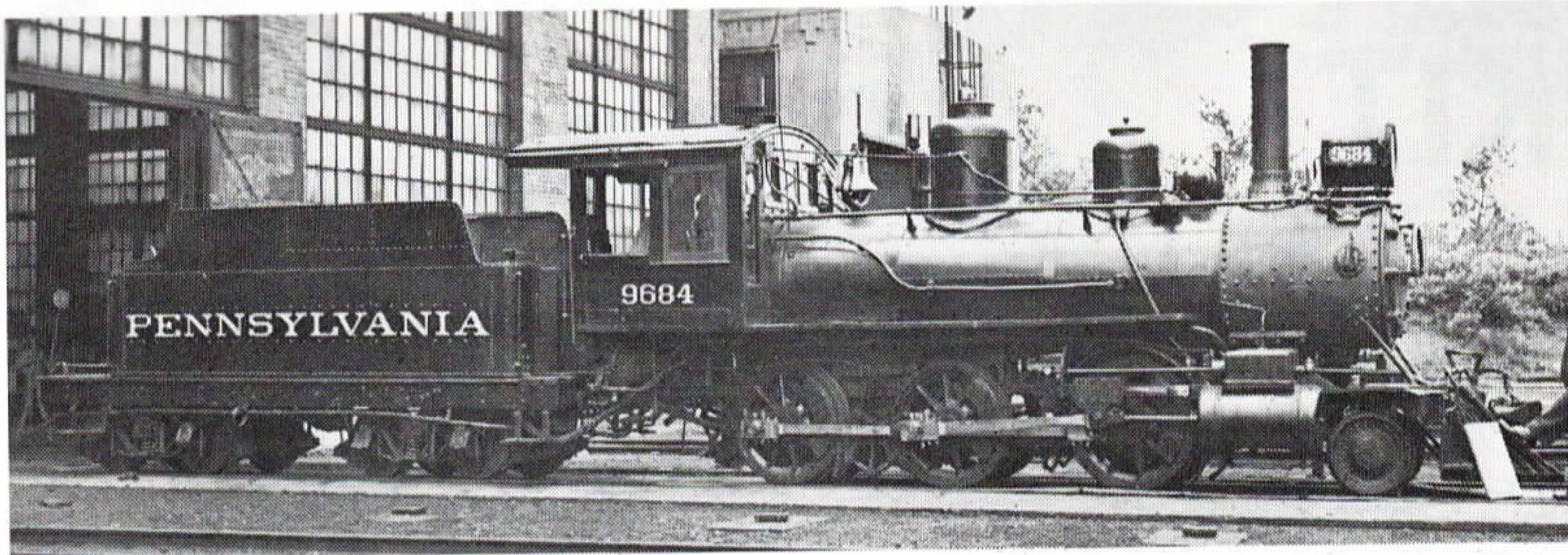
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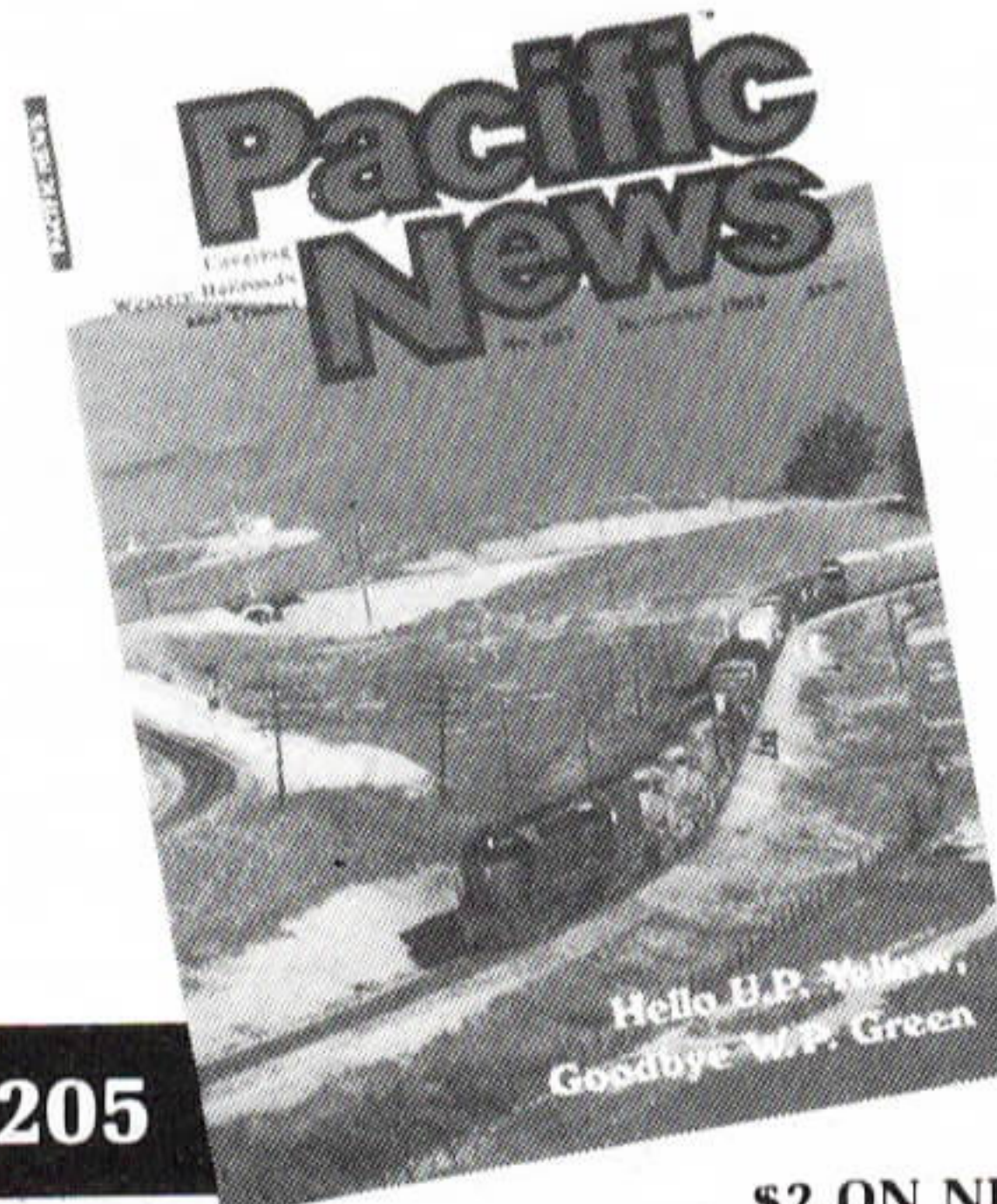


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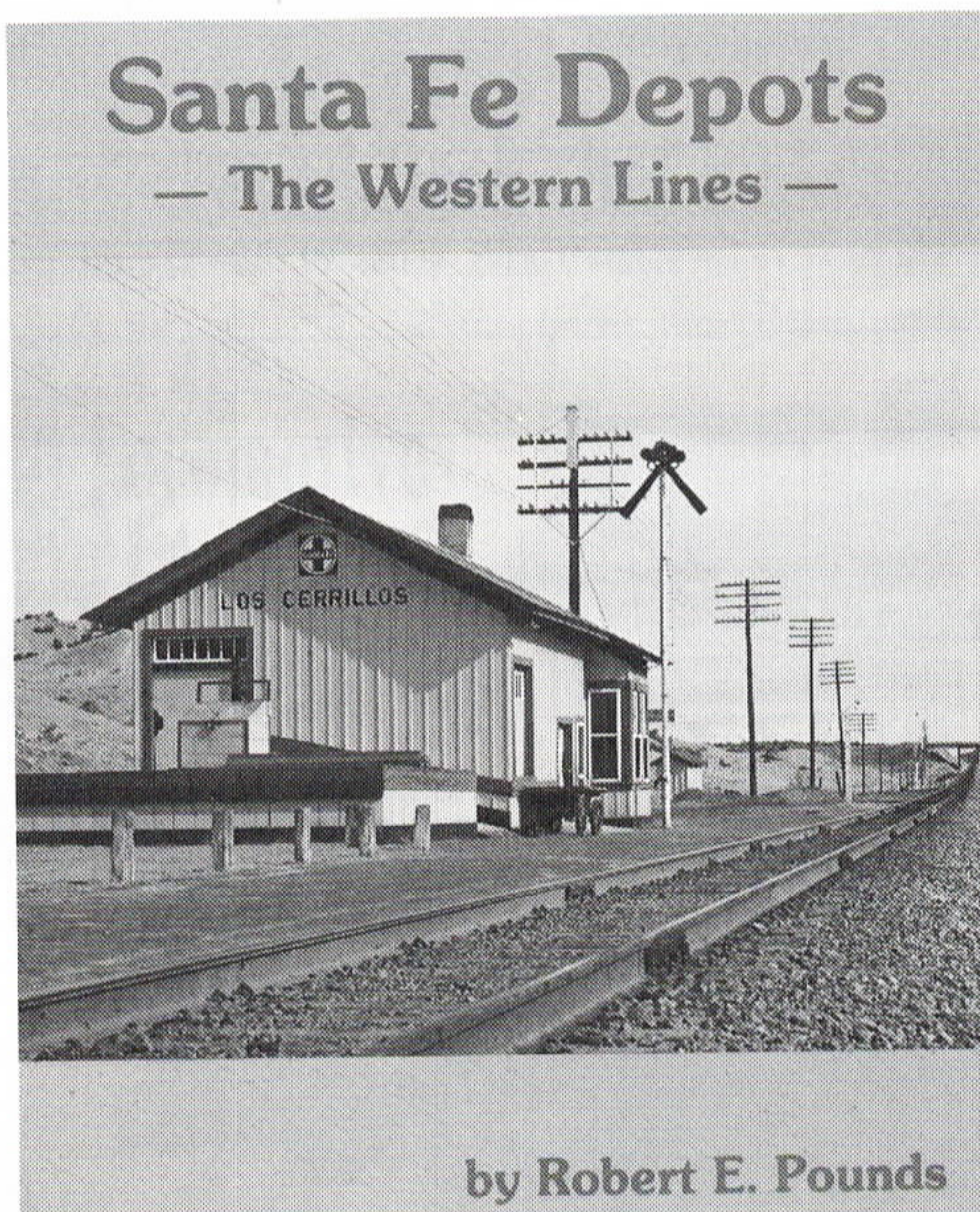
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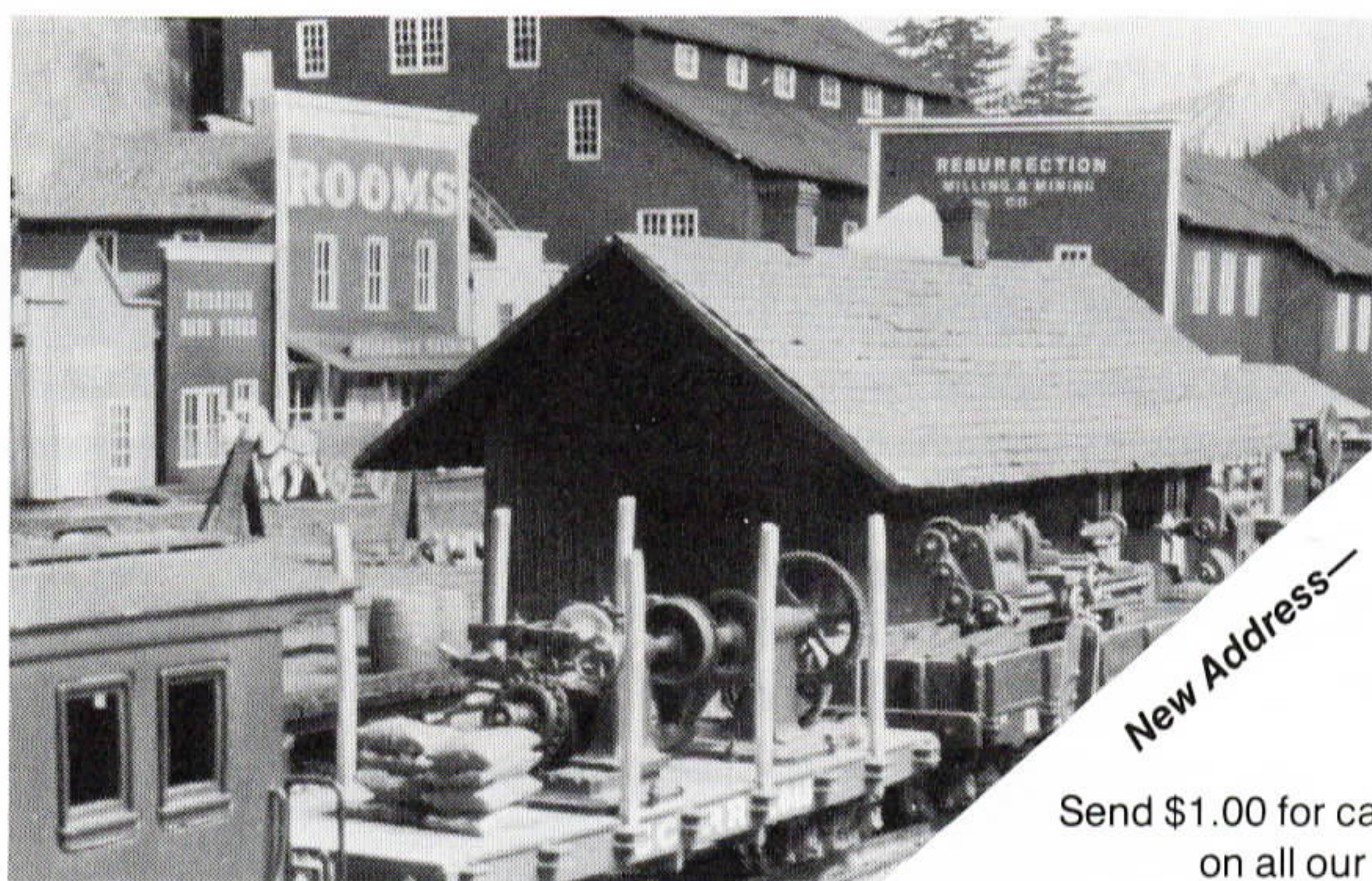
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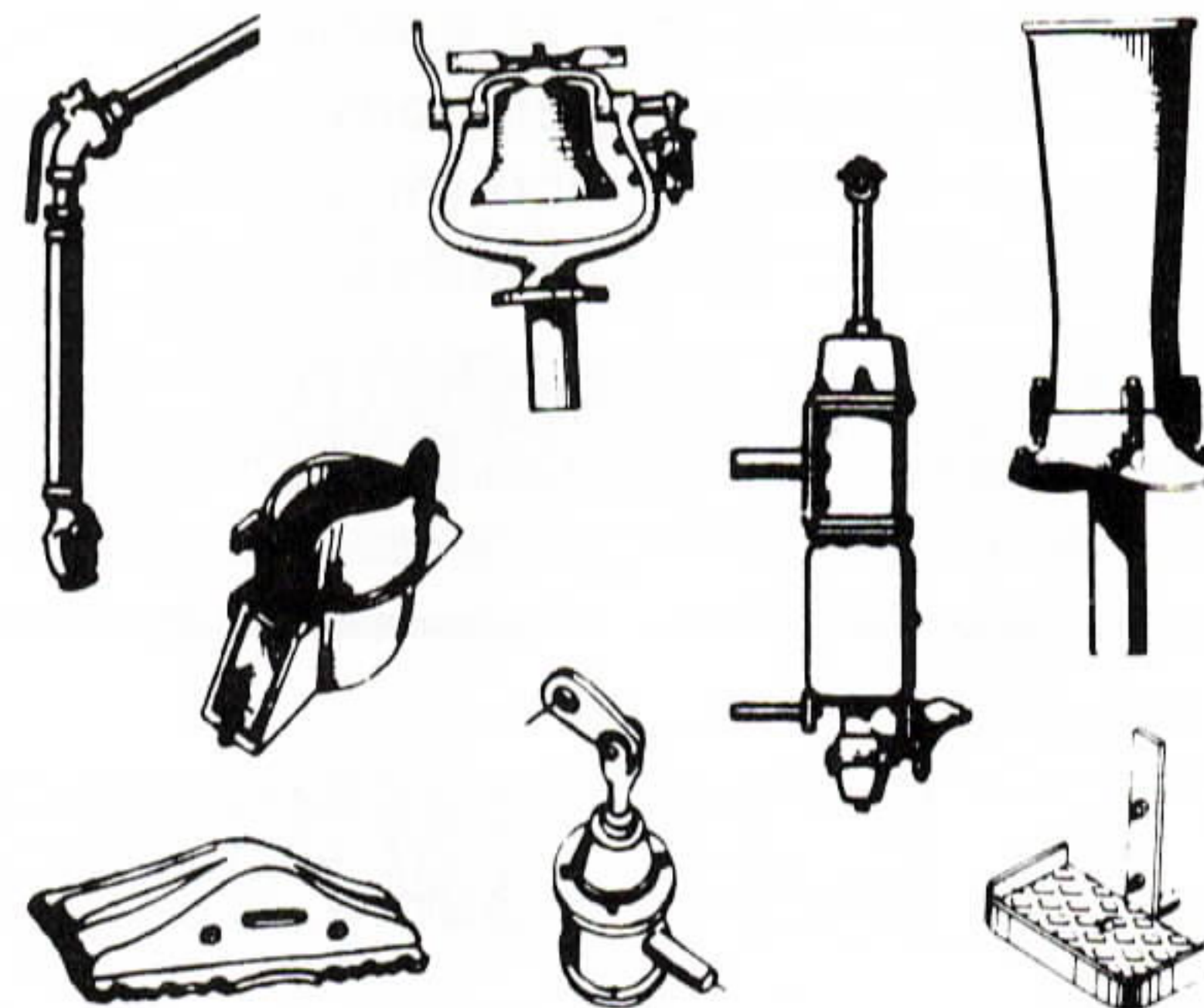


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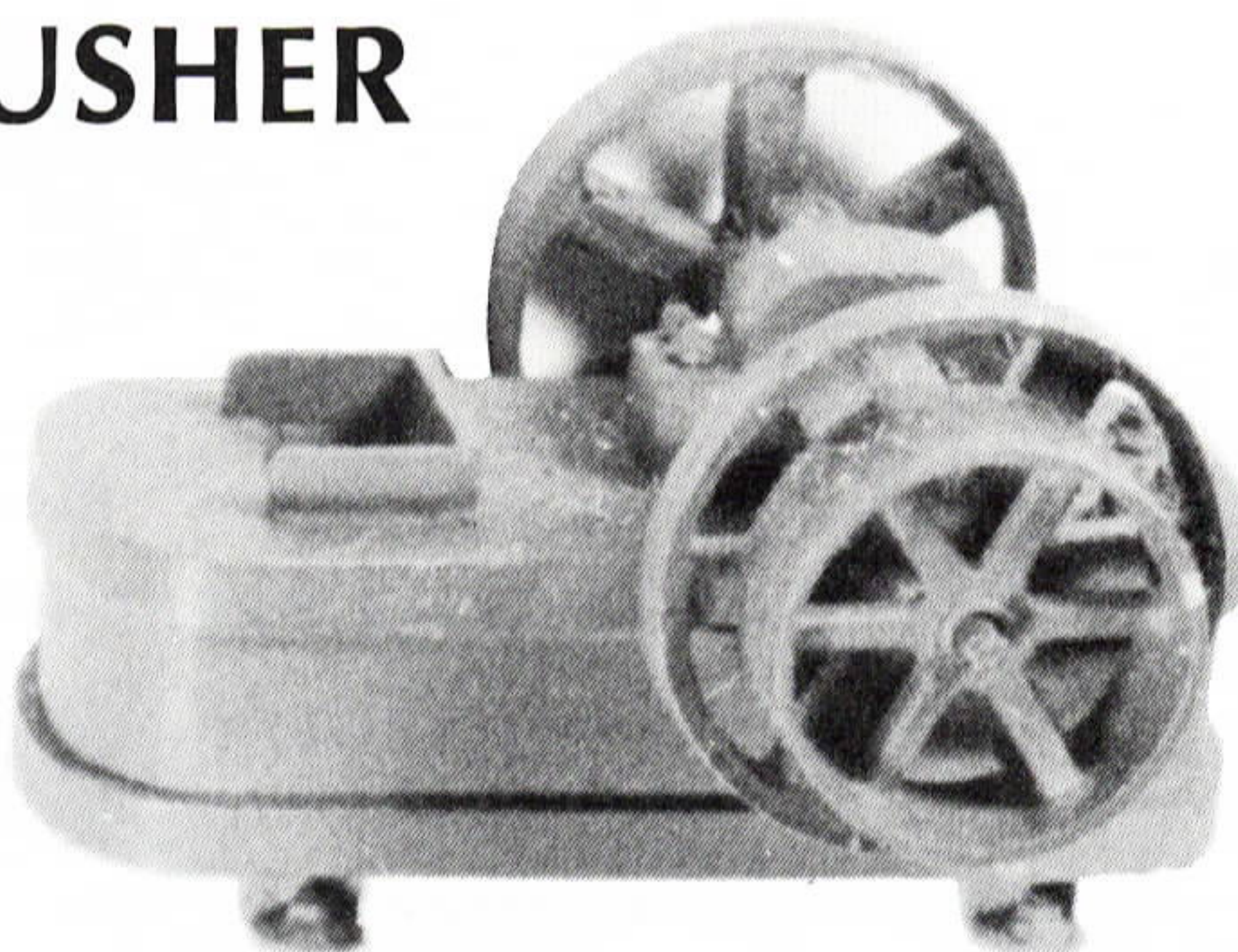
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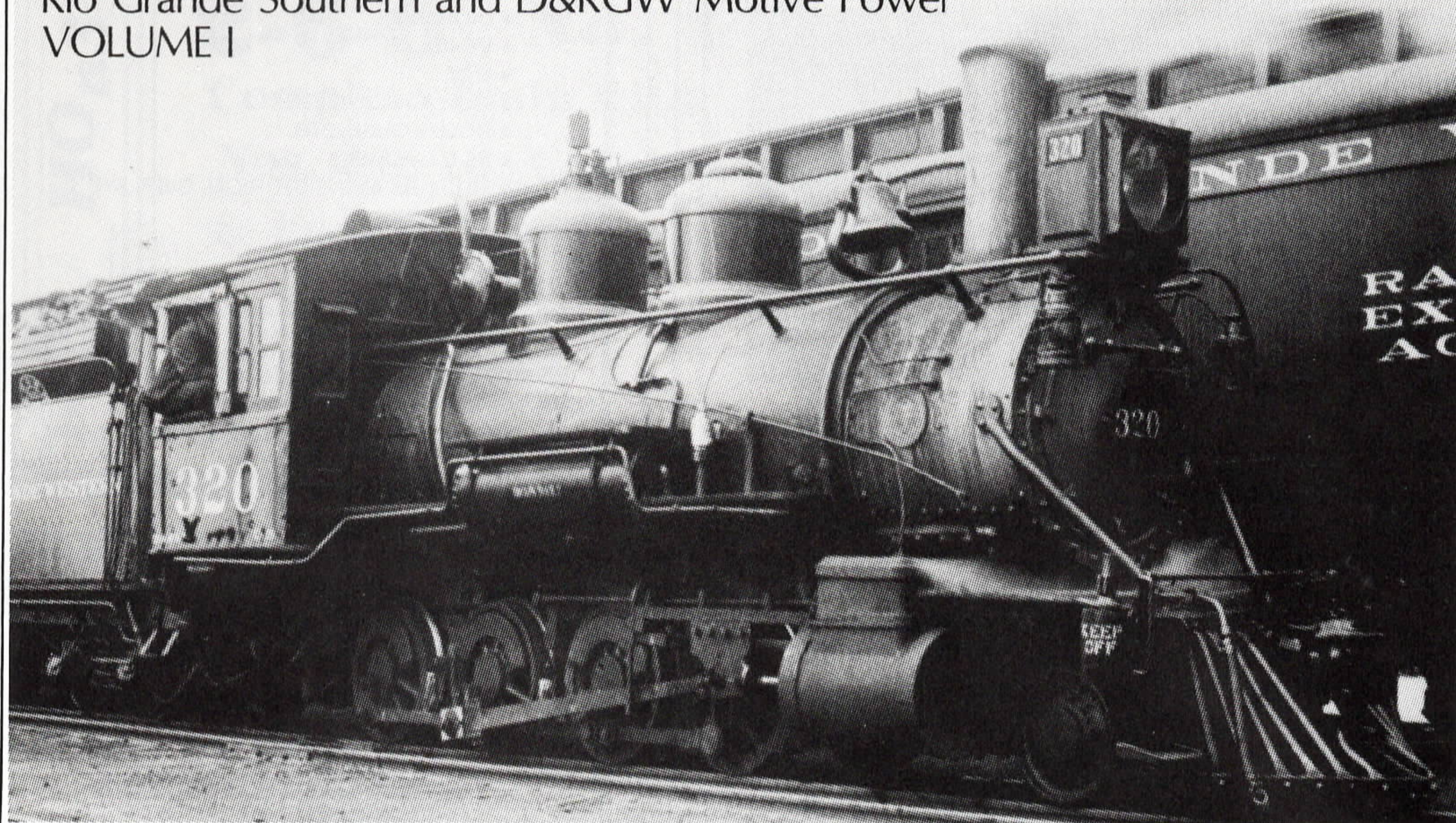
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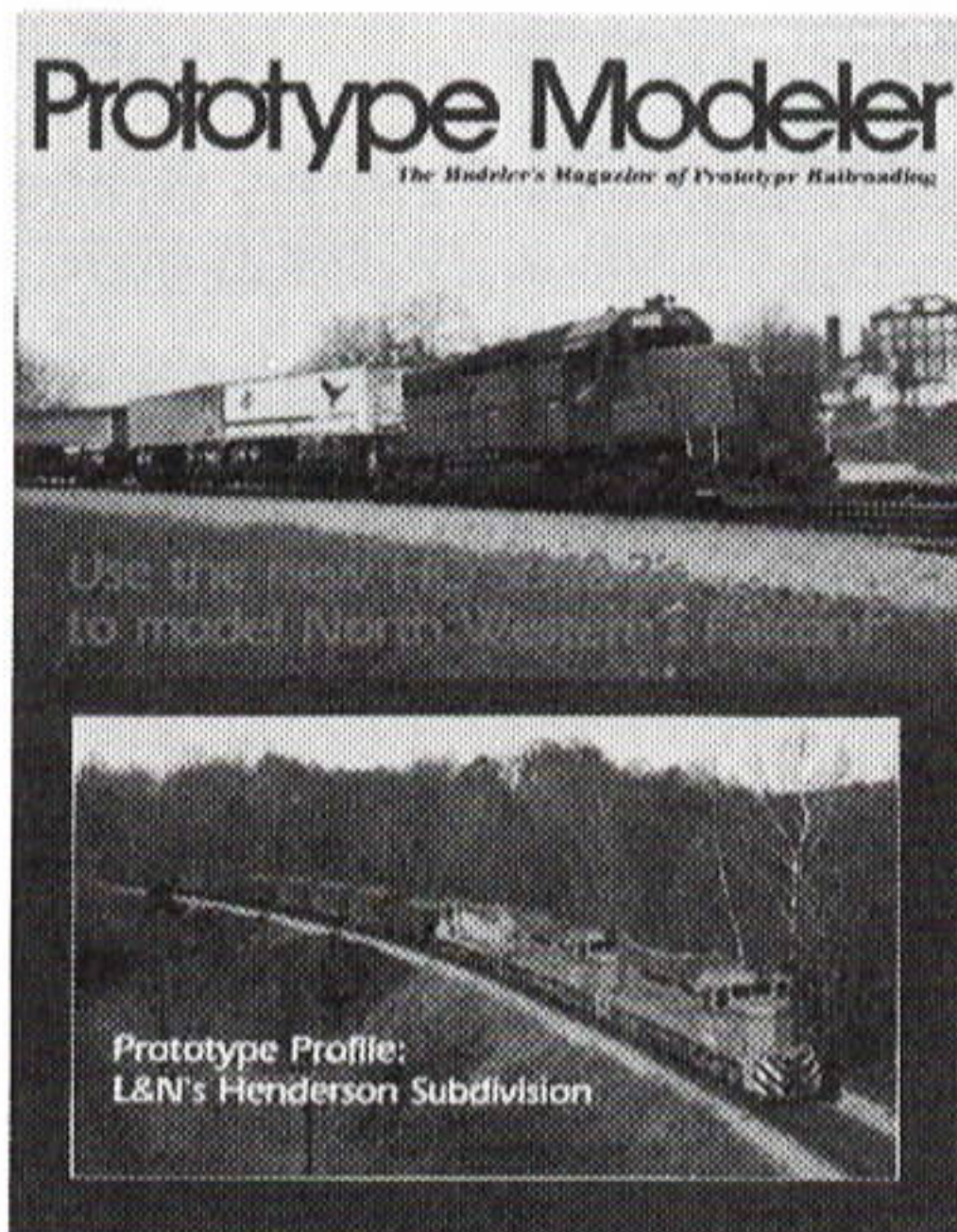
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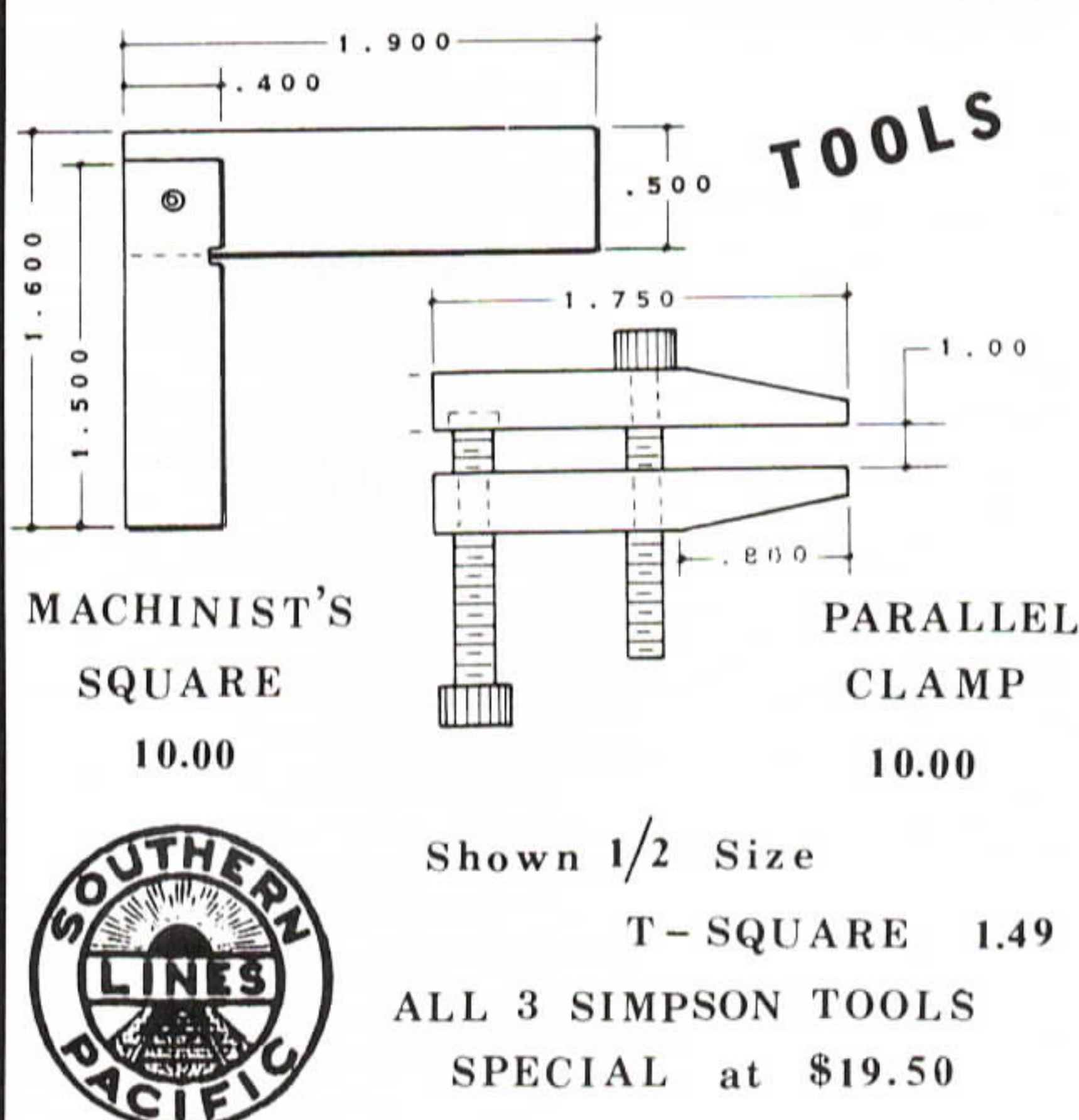
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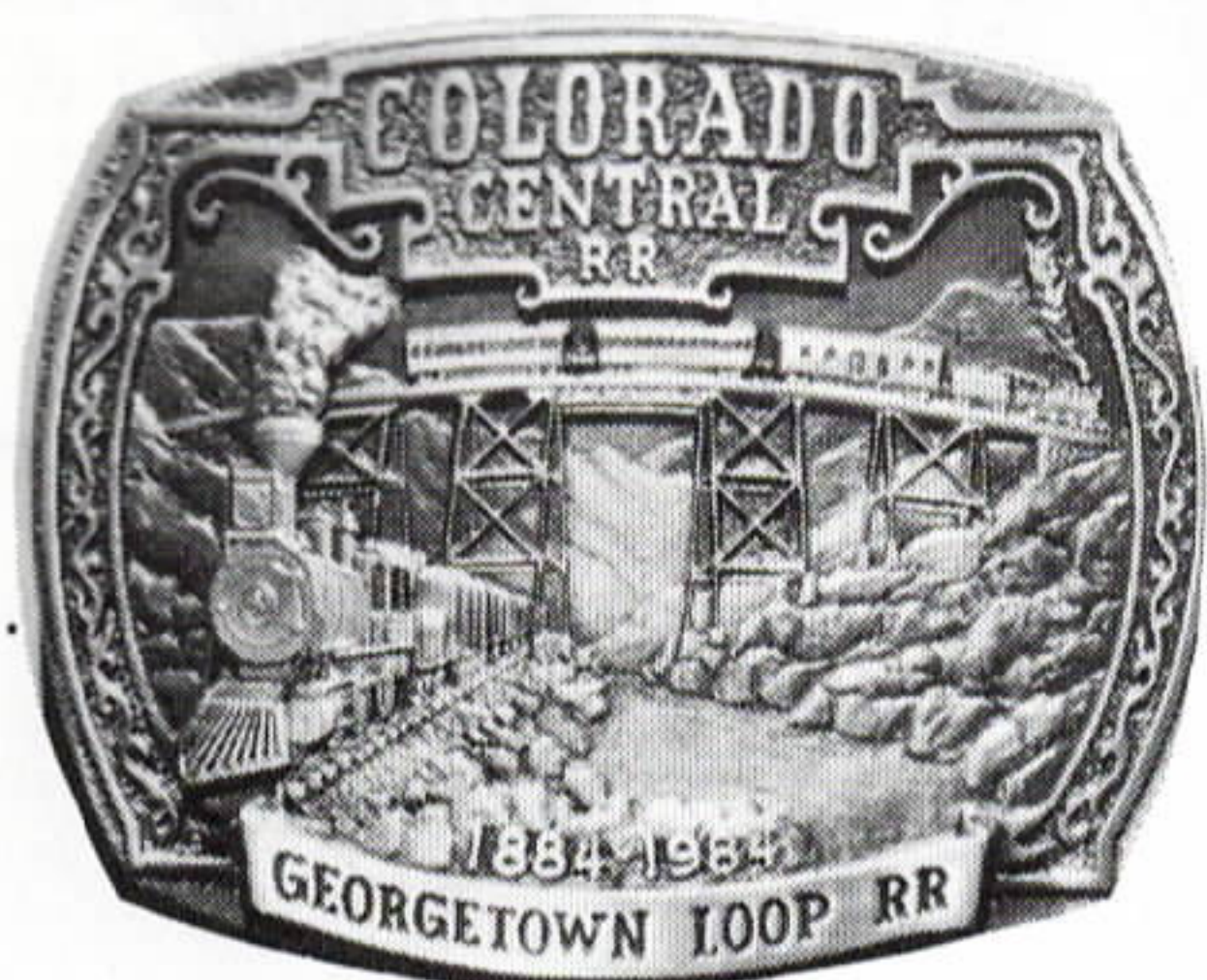
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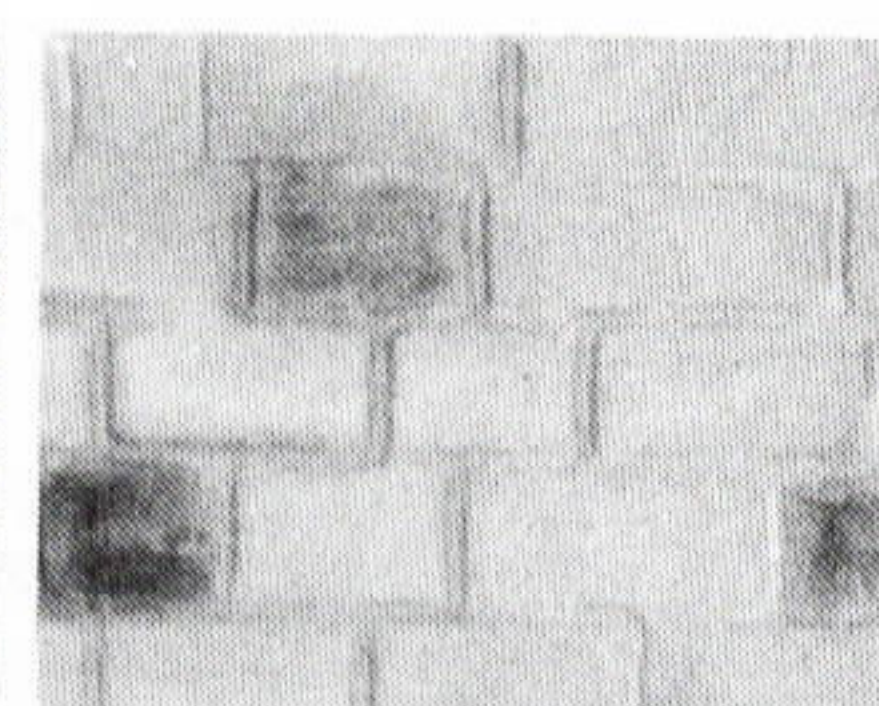
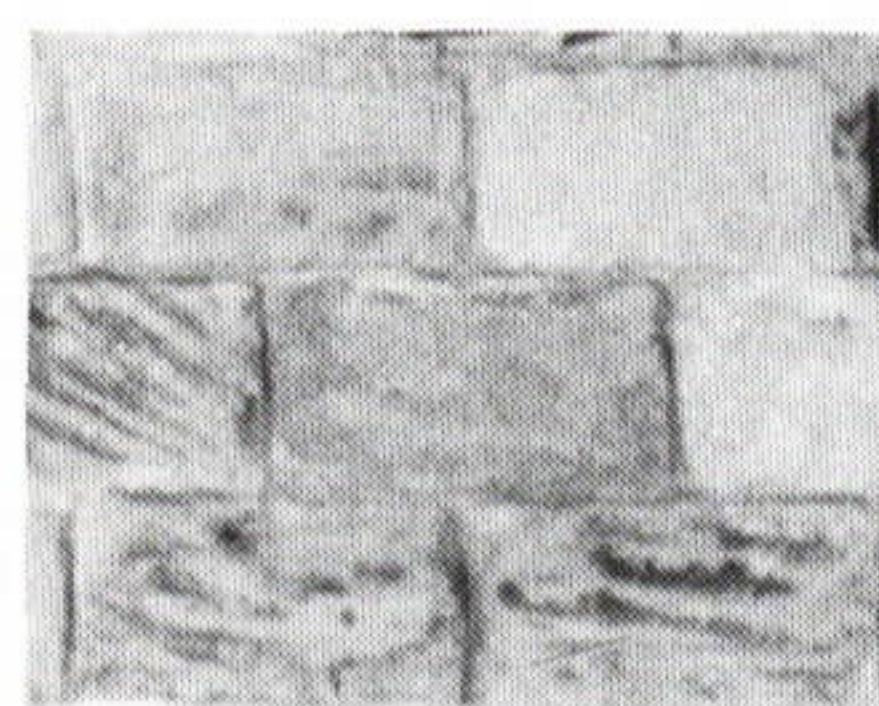
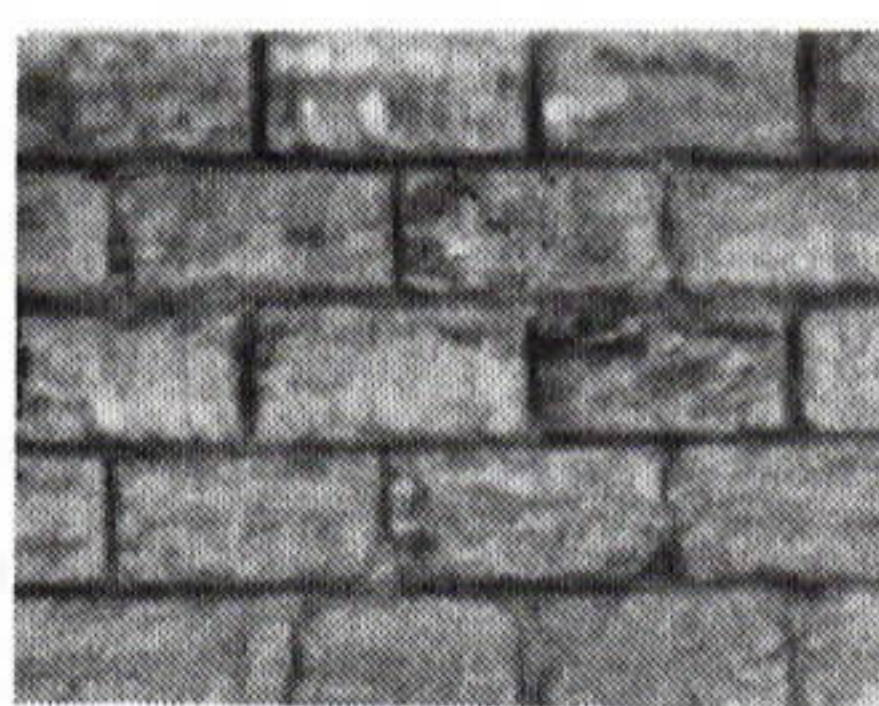
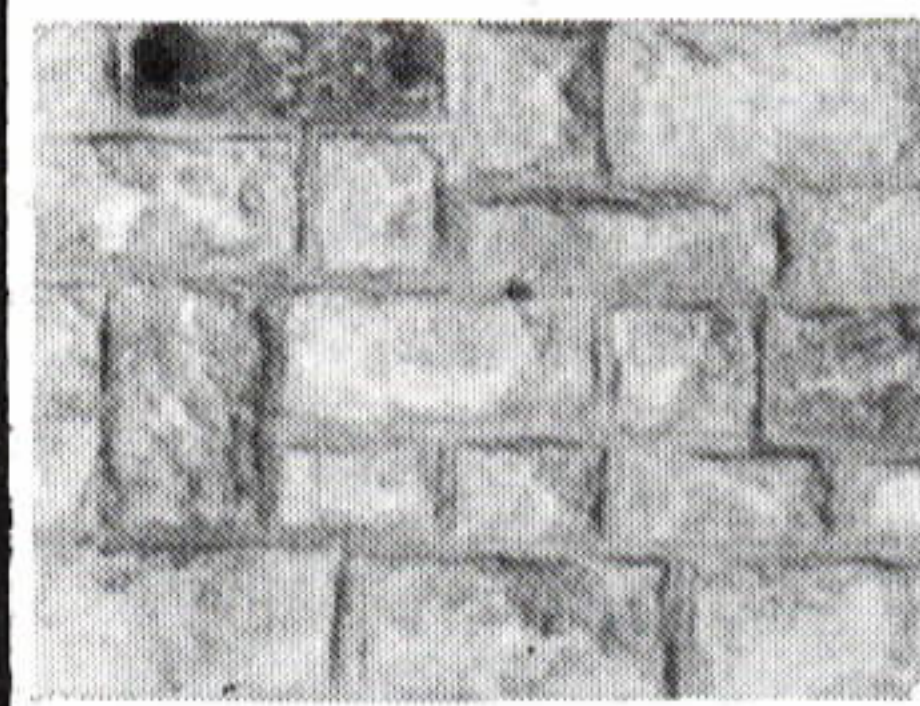


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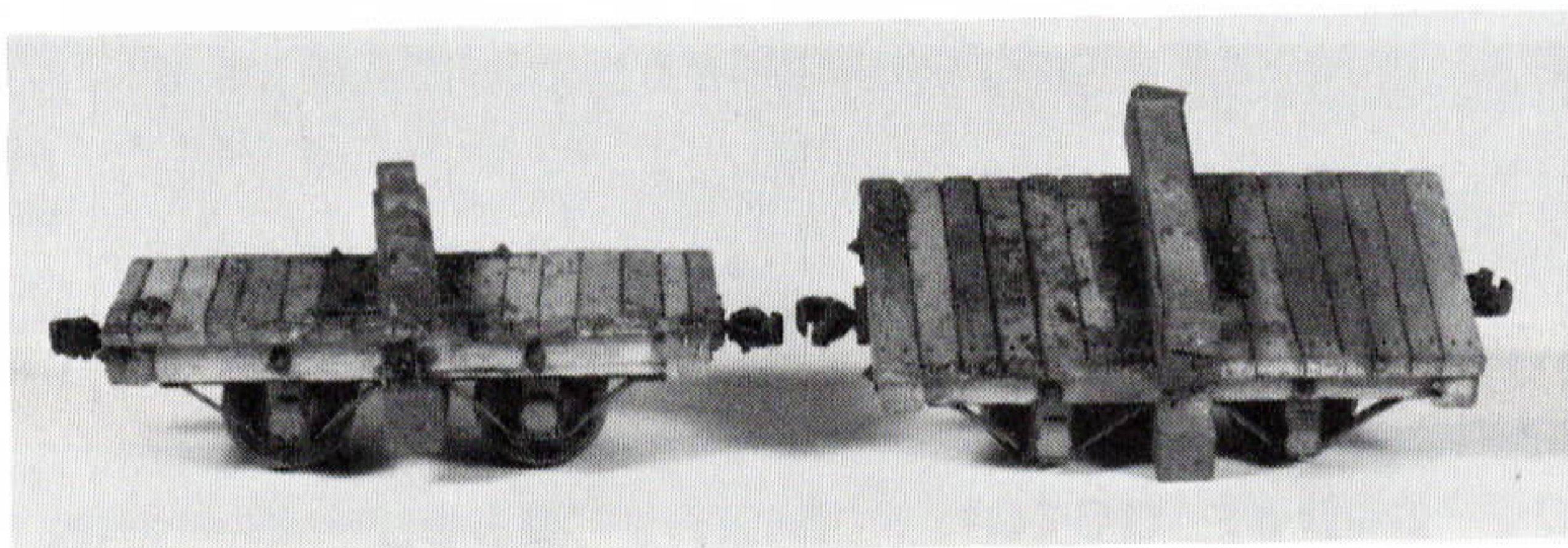
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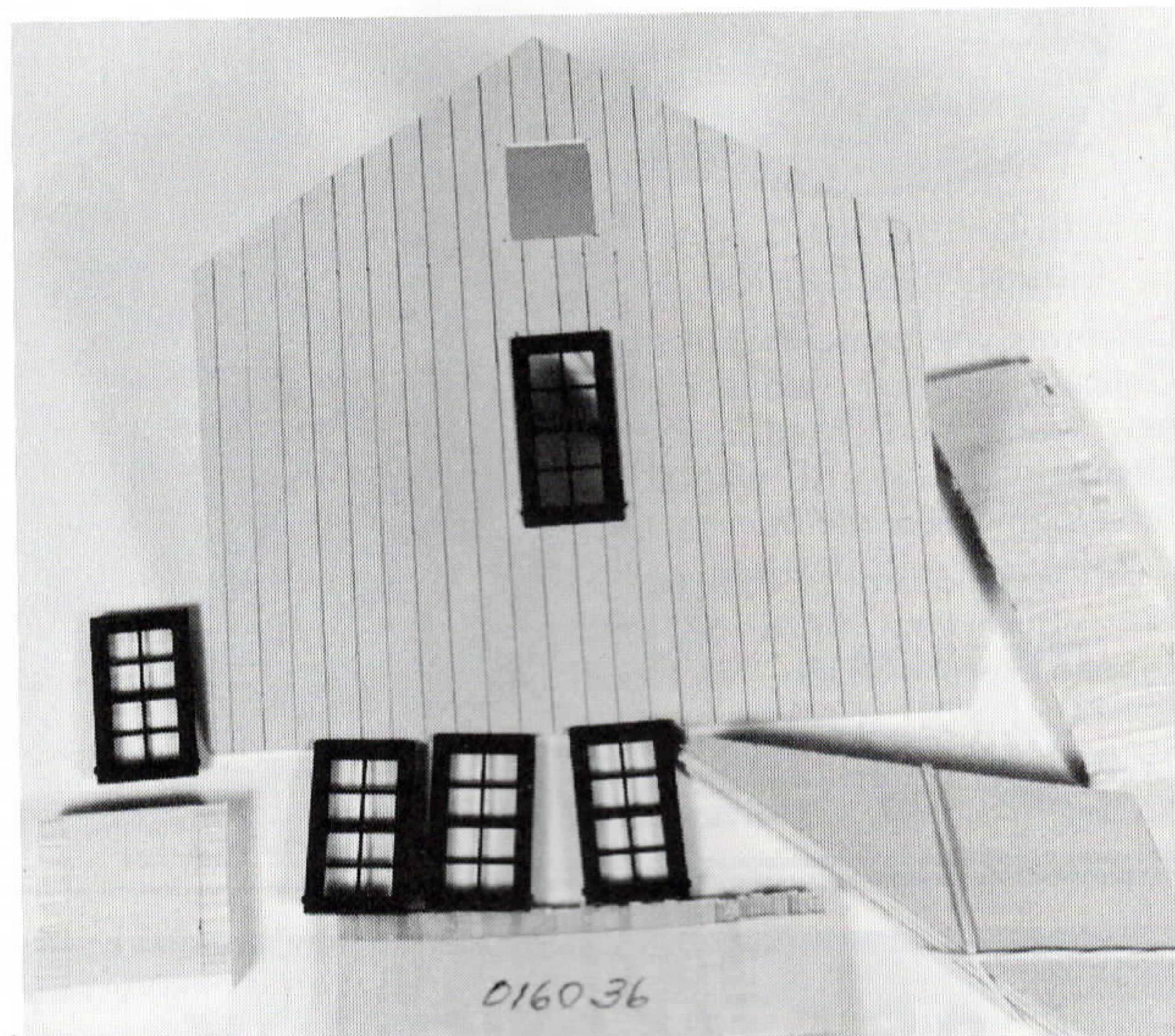
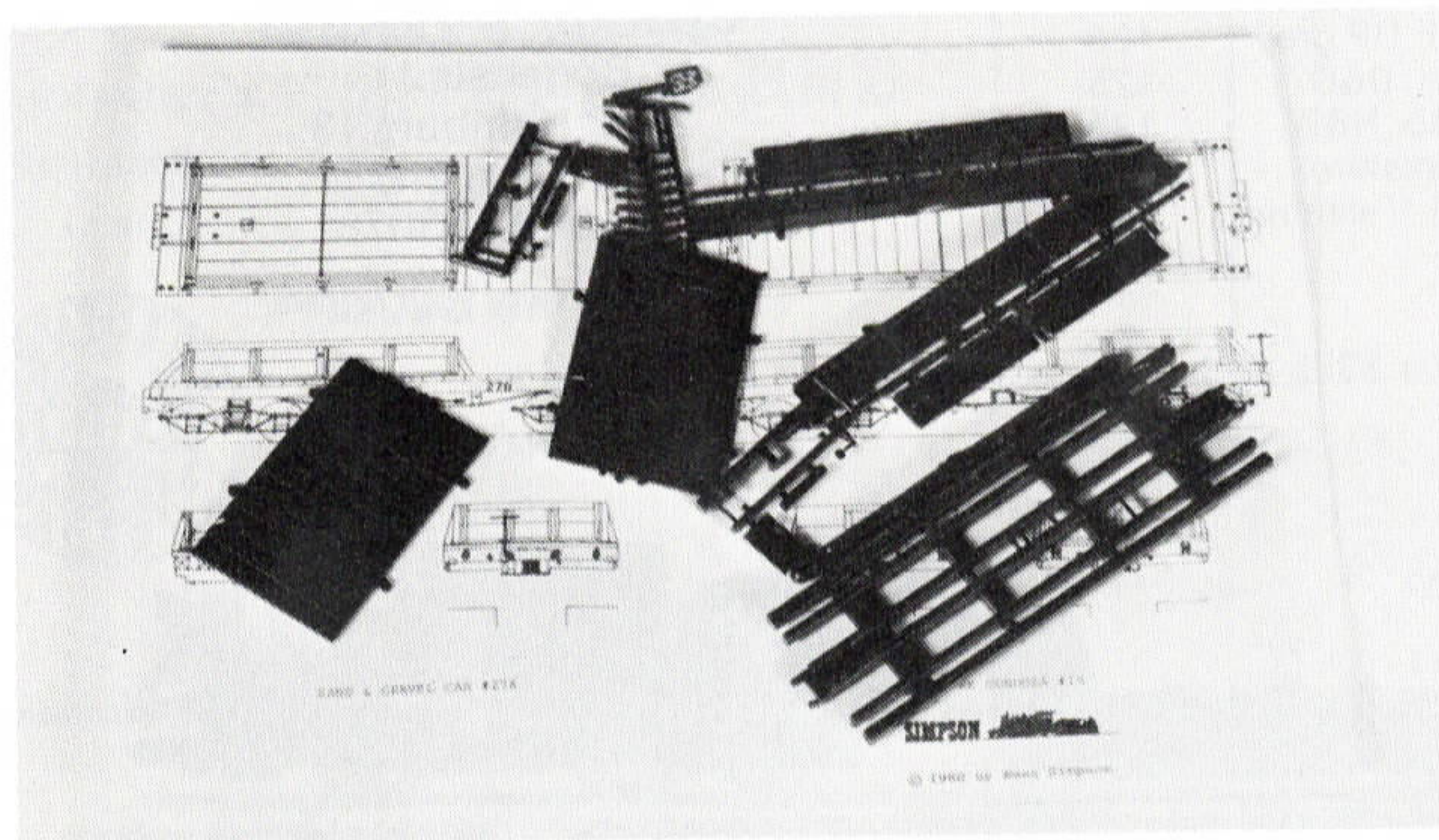
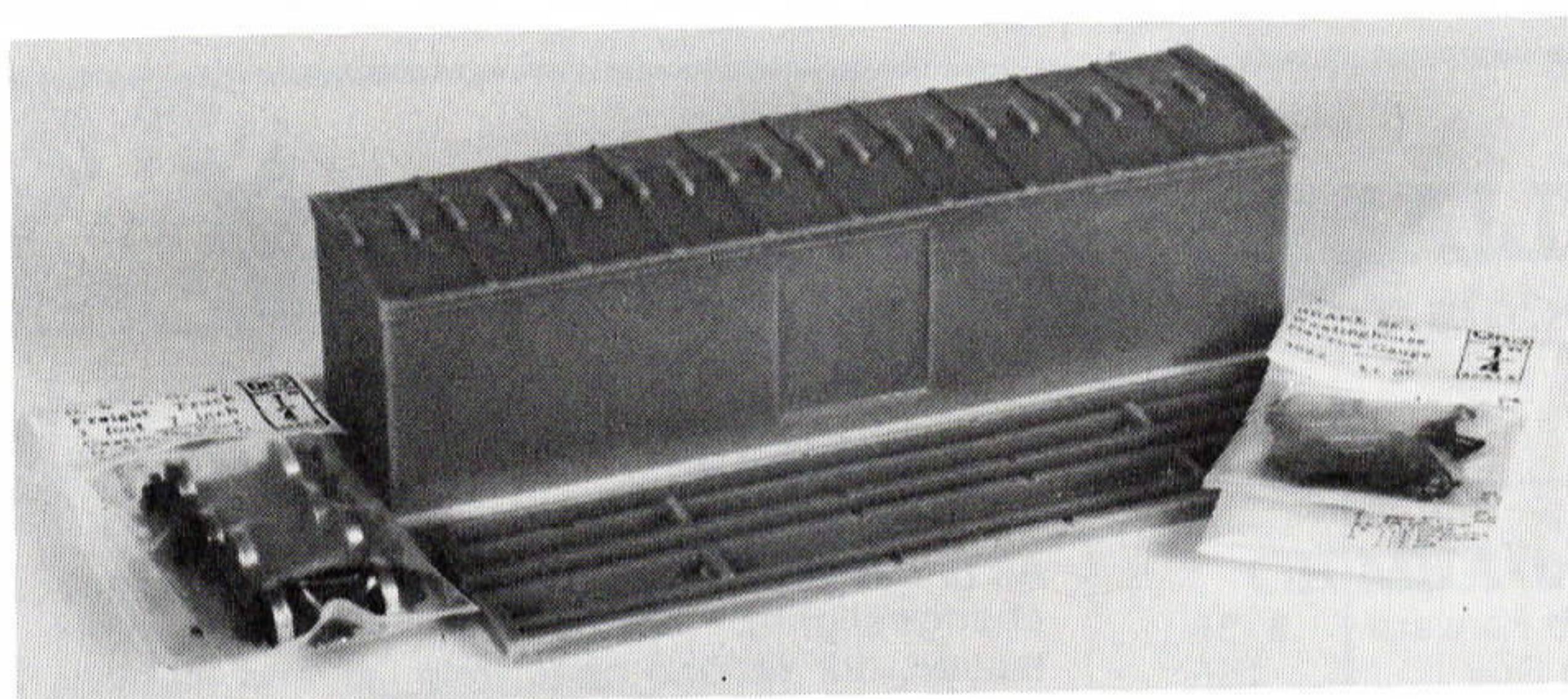


NEW in REVIEW

Calaveras Model Works, P.O. Box 4988, Salinas, CA 93912 has its new On3 Willamette disconnected trucks available. These little trucks were described by Bob Stephens in the May/June 1984 **GAZETTE**. The kit is made up of pre-cut Borneo balsa wood. All of the correct nut-bolt-washer castings are provided as are Simpson pedestals. Grandt Line wheels are used. These kits make up into very reliable little cars in about three hours. Each pair of trucks sells for \$21.00. They come with full instructions and the same plans that were presented in the **GAZETTE** article. I hope Calaveras keeps on bringing out this type of kit. *Bob Brown.*



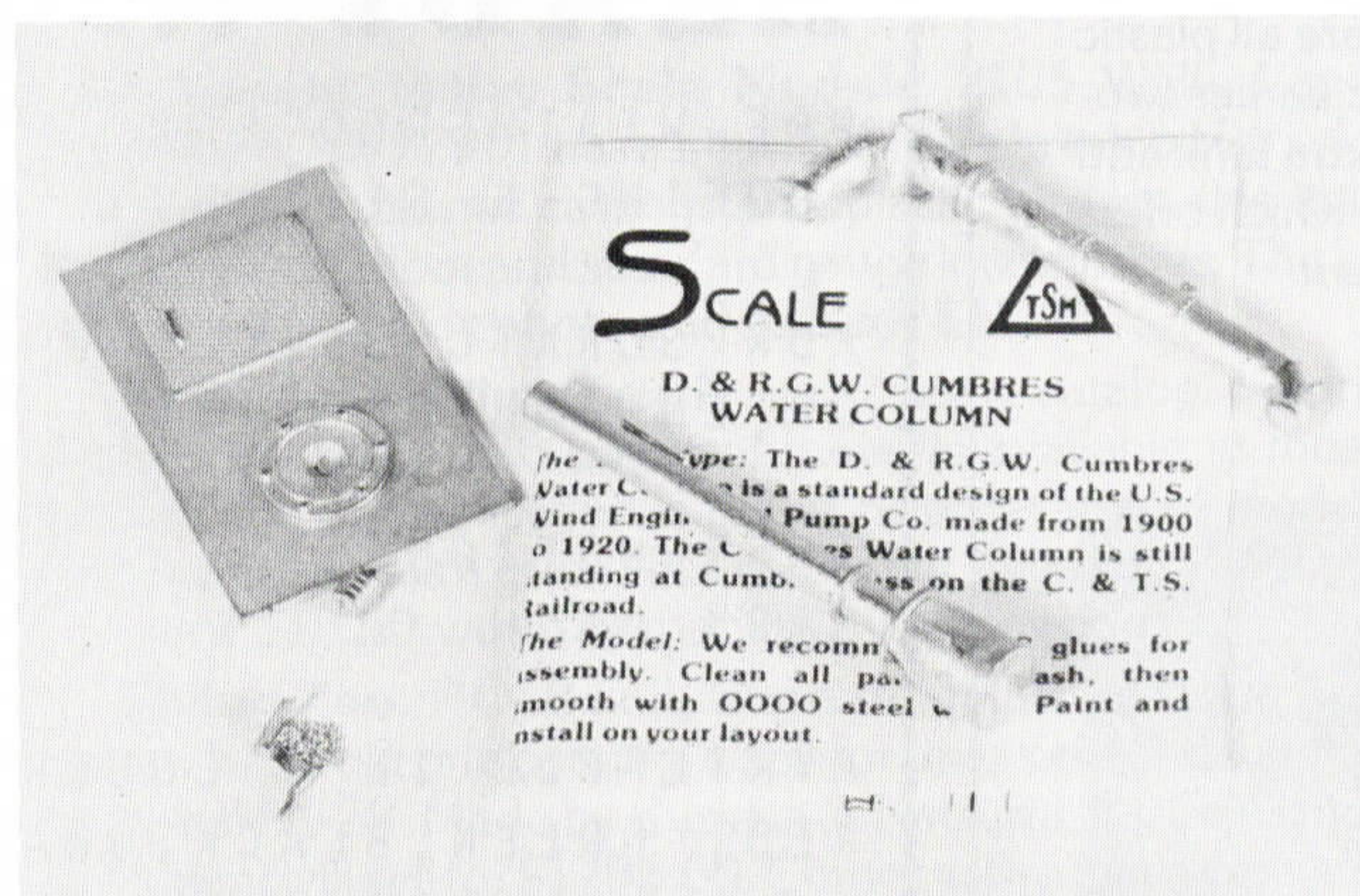
Star Models, Rt. 1, Box 136, Hawkins-Cummings Rd., Paris, KY 40361 has a new On3 3000 series box car available. The kit consists of a one-piece casting which includes the sides, ends, roof, and roof walk supports. You add a one-piece floor and Grandt Line details. The truss rods are wire, as are the grab irons which you have to bend to shape and drill holes for. The roof walk is strip styrene. The car comes with Grandt Line trucks and a complete instruction sheet with photos of the model and a full size set of plans from Darr (Yes, that's Darr plans in a Star kit). The kit sells for \$49.95 and should speed up the process of filling your yards with 3000 series boxcars. *Bob Brown.*



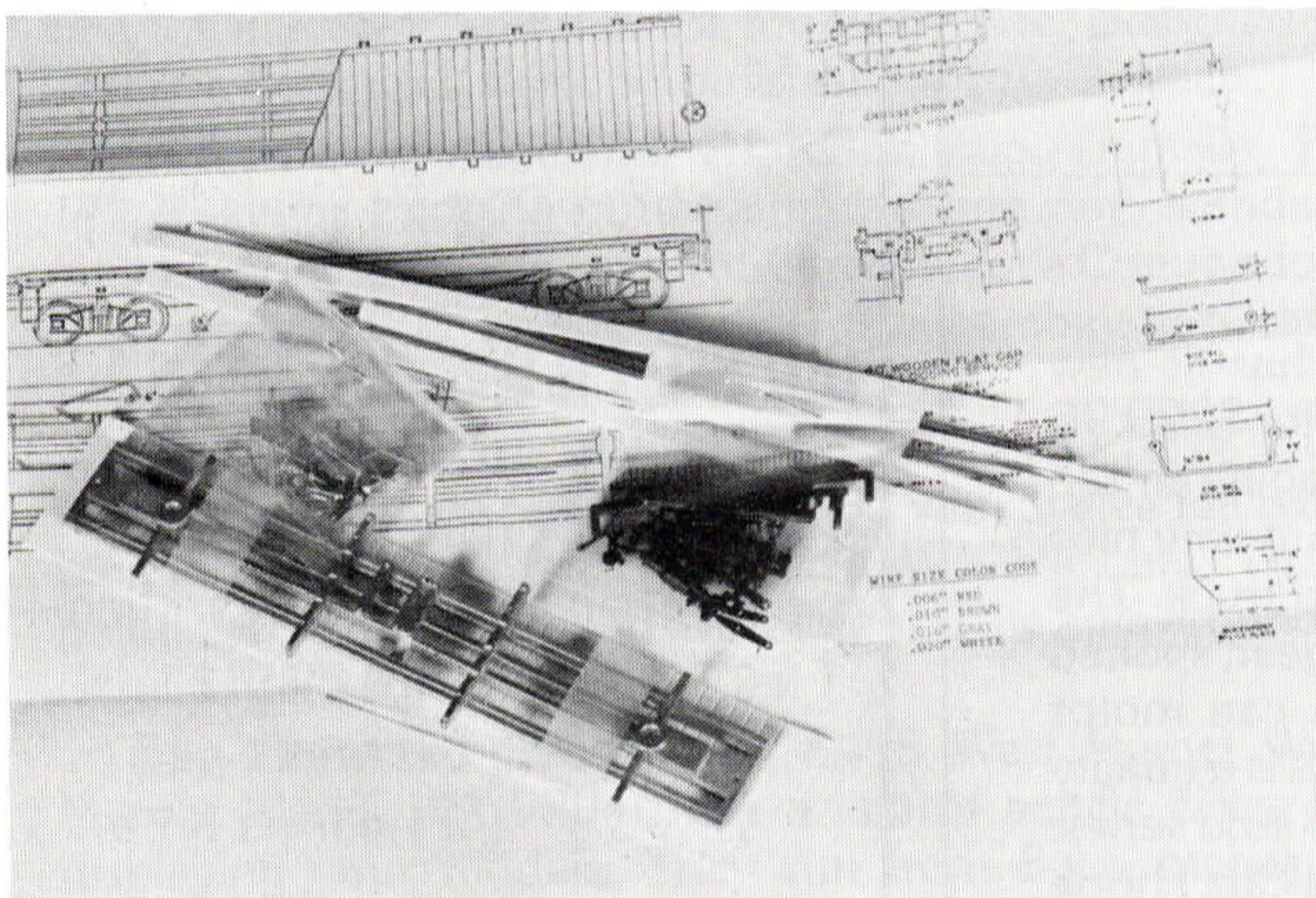
Mini-Structures, 549 Del Norte Ave., Corning, CA 96021 has been in business since 1956, but I just recently had a chance to look at one of its kits. I was pleased. Mini-Structures has a large list of S and O scale structure kits. There are 51 narrow gauge stations, six coaling stations, 26 water tanks, 14 roundhouses, as well as turntables, trestles, bridges and standard gauge buildings. I chose to review the O scale SP narrow gauge Laws station. The Laws station is over 26 inches long and consists of pre-cut illustration board sides, ends, floors, roof, and platforms. All windows and doors are cut out and all the parts are cut to shape. The wood parts are pre-cut pine and are bundled together with correctly labeled part numbers. The windows and doors are Grandt Line parts, and the roof material is cut strips of sandpaper. The sides have the boards drawn on in pencil so you may want to overlay with battens or scribe over the pencil lines. The Laws station sells for \$41.95, which is a good price for such a large station. The kits come with full size plans and two pages of instructions. Look into this line of structures and see what they can offer you. Each kit is made up for you after you order it, so allow about ten days for this. *Bob Brown.*

Russ Simpson, P.O. Box 256, Smith Flat, CA 95727 has several new items available. In On3 he has a 24-foot West Side Lumber Co. Carter log flat for \$27.00. He also has some double and triple hung windows. In HOn3 he has West Side work gondola #15 in plastic for \$12.00 and West Side log flat #8 for \$9.50. These cars are less trucks and couplers. In 1/2-inch scale he now has West Side trucks in white metal and plastic including side frames, bolsters, brake straps, and wheels. Simpson is also offering bolsters in G scale for those of you who want to run these fine trucks on your LGB track. There are also some very nice brake wheels available in 1/2-inch scale. *Bob Brown.*

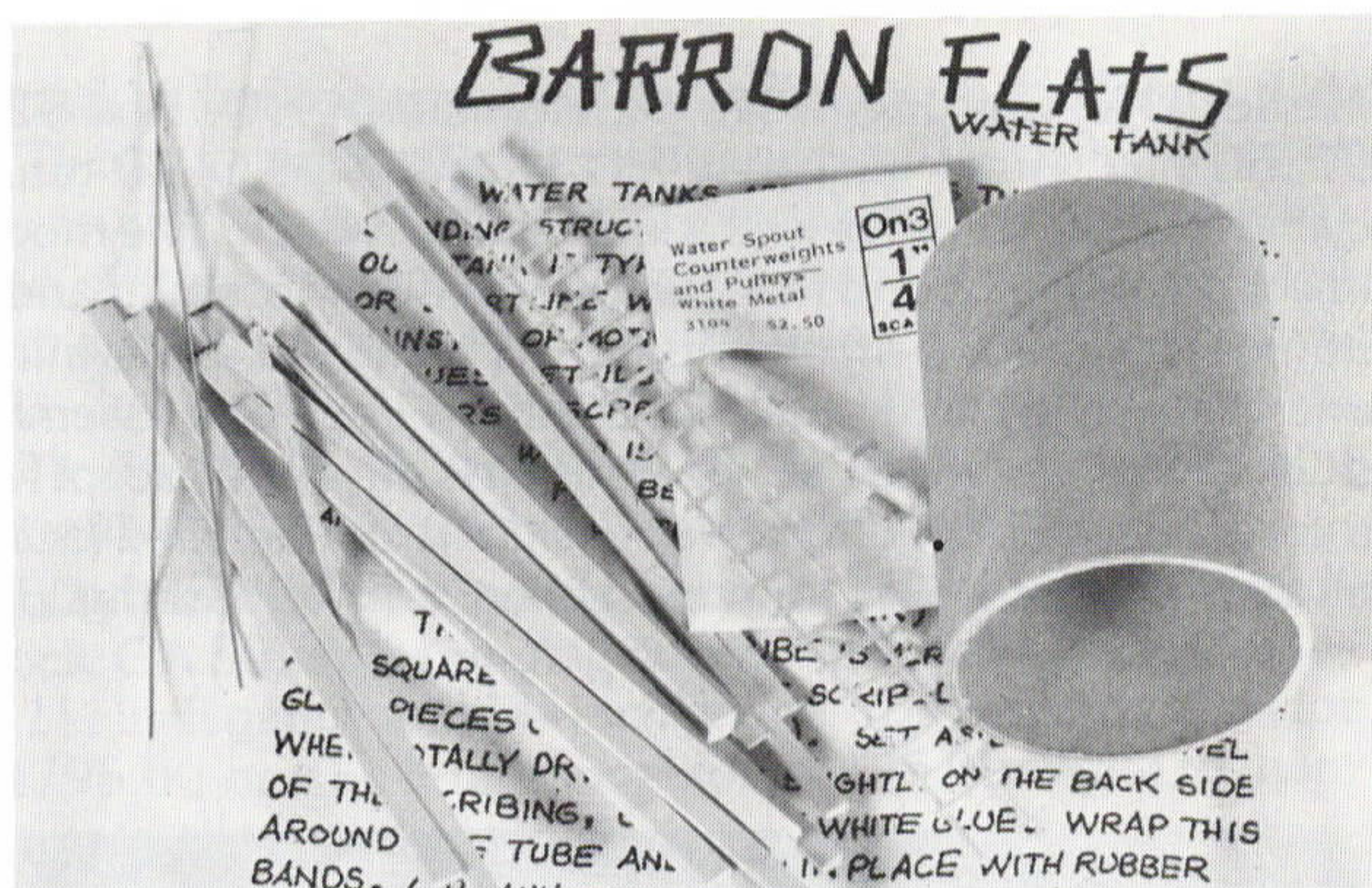
Triangle Scale Models, P.O. Box 8483, Long Beach, CA 90808 has a large list of Sn3 detail parts. Write for their catalog. One example is this white metal water crane which sells for \$10.95. *Bob Brown.*



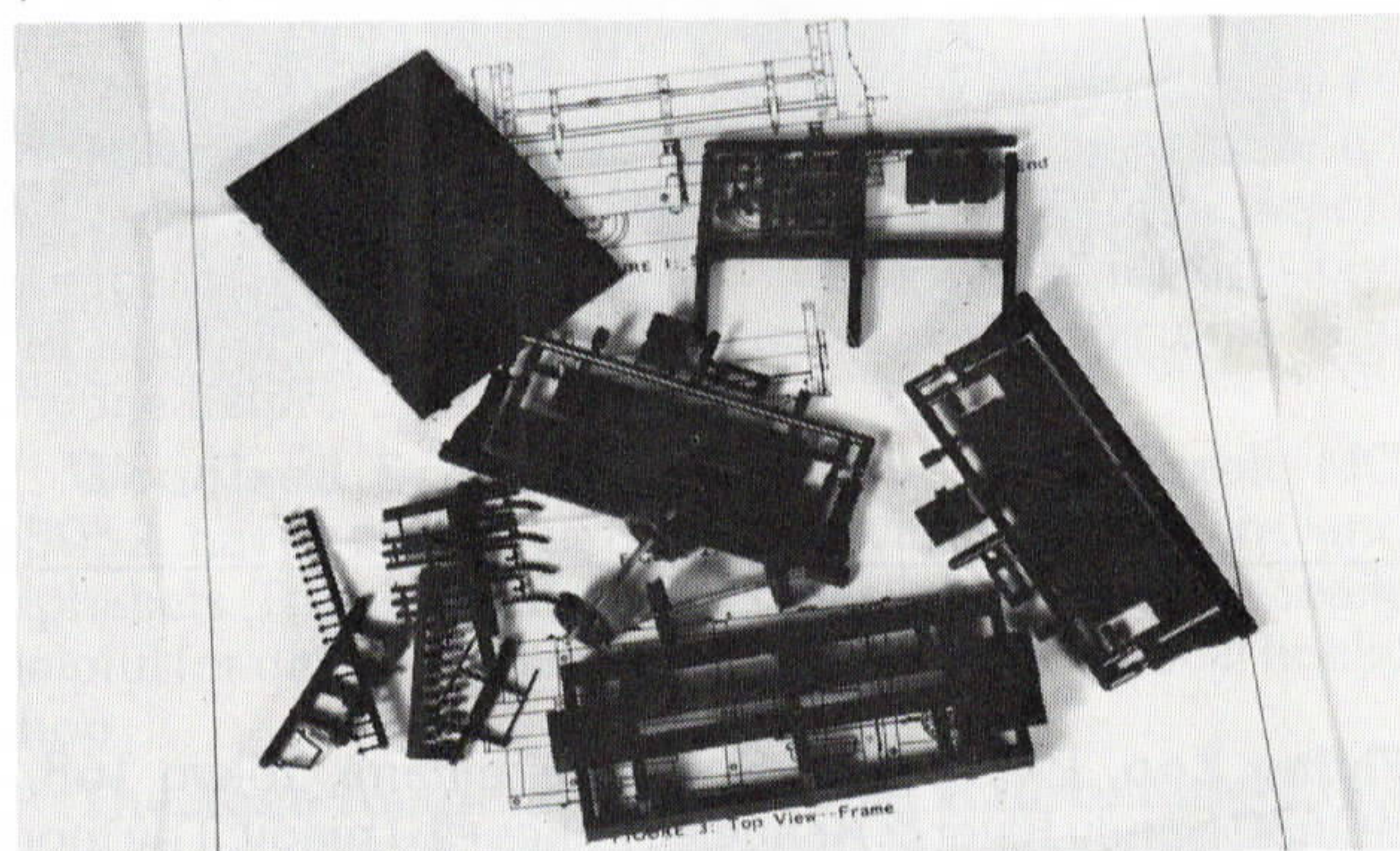
The Futej Foundry, 1376 Greenhill Ave., West Chester, PA 19380 has a new HO gauge Cass 40-foot wooden logging flatcar ready. This kit is made up of a white metal mainframe, with white metal truss rod beams. The coupler pads, body bolsters, brake gear attachment pads, and center body sills are all cast in one piece. You must add styrene side sills and ends, a sheet styrene deck, and details to complete the car. The kit comes packed in a plastic bag, less trucks and couplers, for \$12.00. I am pleased to see eastern logging modelers getting a new kit. *Bob Brown.*



Puffing Billy Models, available from Coronado Scale Models, 1544 E. Cypress St., Phoenix, AZ 85006. The Puffing Billy Models line of kits and parts is made in Australia. The line consists of a series of HOn30 white metal kits of Australian narrow gauge rolling stock. There are some nice HOn30 Fox trucks and a mass of HO scale detail parts. As I sit here reviewing the materials I received, I see 27 different painted sets of details before me: a lathe, a blacksmith set, jacks, fuel tanks, sacks, a fire hose, a band saw, and water taps, to name just a few. These are excellent quality detail parts and it would be worth your while to check with Coronado about them. Puffing Billy is also making a locomotive superstructure designed to fit a Bachmann mechanism. *Bob Brown.*



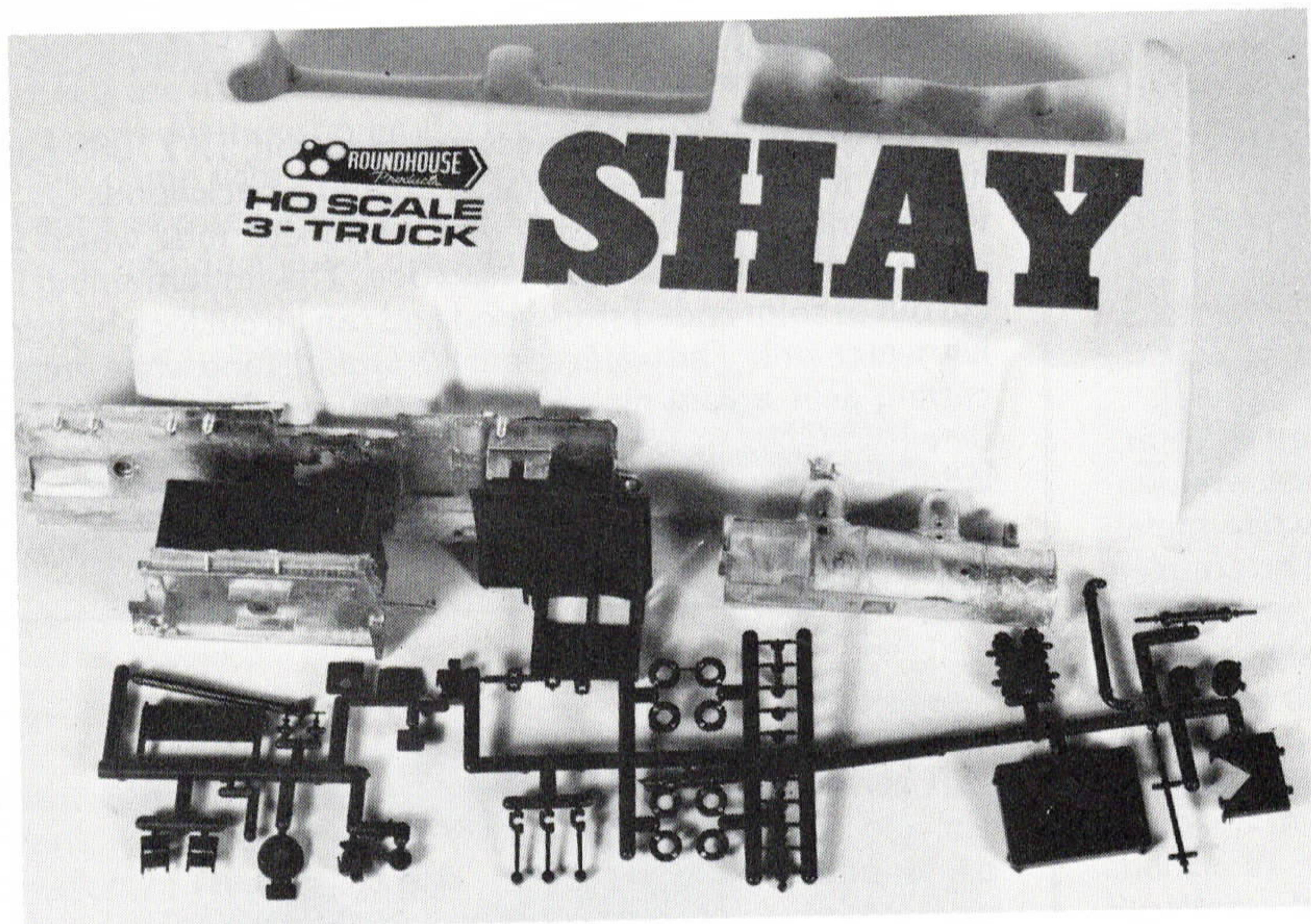
Trains of Texas, 10606 Sagewind, Houston, TX 77089 has its second kit available. It makes up into a backwoods On3 water tank. The kit consists of a cardboard tube which is covered with sheet scribed basswood. The underframing is cut out of color coded strip wood and can be cut for a high or low water tank. The water spout is a Grandt Line white metal casting as is a very nice little water pump. The rest of the details are also by Grandt Line. There is also a pre-formed ladder. The kit comes with a set of instructions and full size plans. The little tank sells for \$39.95. *Bob Brown.*



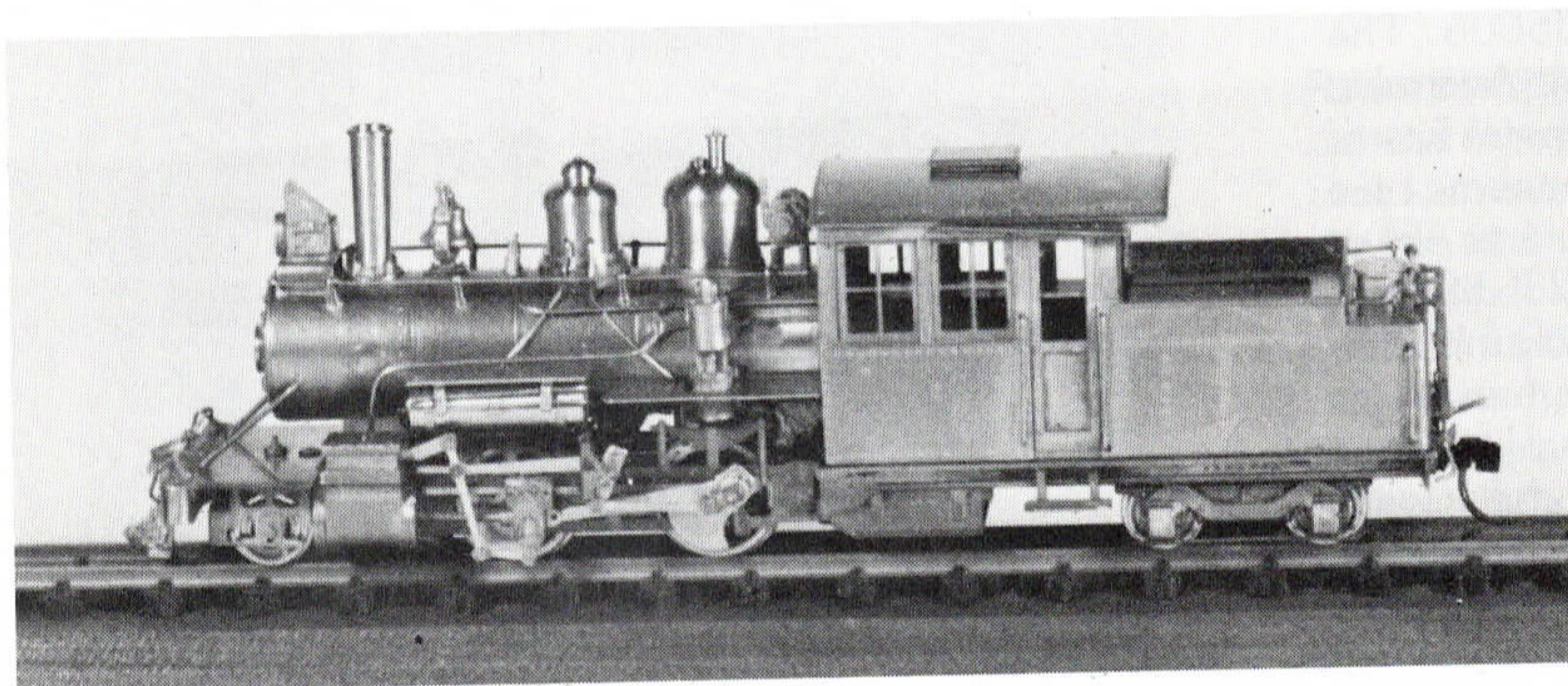
Grandt Line, 1040-B Shary Ct., Concord, CA 94518 has done it again. This time it's a beautiful little On3 Fairbanks-Morse #37 three cubic yard dump car kit. The car comes in several styrene injection moldings and has Delrin wheels and detail parts. The car can be made to dump like the prototype and is an excellent kit. A train of them would look great on any On3 layout. The kit sells for \$12.00. *Bob Brown.*



Model Die Casting, 3811 W. Rosecrans, P.O. Box 926, Hawthorne, CA 90250 has issued their new HO gauge Class C, 70-ton, three-truck, three-cylinder Shay. It comes with a large balloon stack. The model is made of plastic injection moldings and has a white metal frame, boiler and domes, and tender frame. The motor is an open frame type and the drives and gears are all plastic and brass. The side frames are plastic. If you have assembled the earlier two-truck kit this one will be easy because it is the same except for the extra tank and trucks. These Shays offer a well designed and detailed locomotive which offers all sorts of possibilities for cross-kitting, and kit-bashing. *Bob Brown.*



Flying Zoo, P.O. Box 3, Suginami-minami, Tokyo 168, Japan has its new HOn30 Sandy River & Rangeley Lakes #10 ready. The model sells for \$229.95 and comes ready to run. The prototype for this Forney was a long engine and so is the model. It measures out at 4½ inches. The model is made from very nice photo-engravings for the cab, tank, boiler, outside frame, and lead truck. The tender truck and boiler front are coined. The model has a full valve gear, spoked drivers, turned domes, stack and air pump, and a cast pilot. A can motor provides the power. My sample ran smoothly. Keep in mind that this is a quality import and is not to be confused with the earlier less expensive Mini-land series. Flying Zoo is planning a Bridgton & Harrison #7 soon, with a wood cab. I hope these little U.S.A. 2-foot prototype HOn30 models catch on. It seems to me that a beautiful layout could be built around a 2-foot theme but using ready-to-run HOn30 equipment. *Bob Brown.*



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In Brief...

Arkansas Valley Scale Models, 2105 Wolfe Lane, Fort Smith, AK 72901 has a neat little O scale ash pit for sale. Consisting of plaster castings and plastic girders, this little facility will fit 3-foot and standard gauge locomotives. The kit comes with a color photo and sells for \$12.95...

Walthers has their new N and Z scale catalog. I didn't know there were 336 pages of material available in those scales! The center section is full of color photos of models and the cover has a great Nn3 color shot. Sells for \$7.95 but contains \$10.50 worth of money saving coupons...

Flying Zoo, P.O. Box 3, Suginami-minami, Tokyo 168 Japan has a big one coming. Look for their new G-gauge 1/2-inch scale K-28. Made by Kumata & Katsumi, this 34 2/3 inch long giant will sell for \$1795.00. Comes with a can motor and is ready to run. Don't miss it. Due out in early 1985...

Tom Yorke's (P.O. Box 65, Sunland, CA 91040) little "Light & Industrial Railway Quarterly" for Summer, 1984 has a nice article by Mallory Hope Ferrell on the Argent Lumber Company. Send \$4.00 to Tom for a copy...

Hobby Helpers, 1512 Balmoral Ave., Westchester, IL 60153 has a new latex-like paint specially compounded to cover plaster. Called Plaster Color Paints, there will be 18 colors available. Comes in large mouthed 4 oz. jars; should be helpful in painting your scenery...

The Great American Buckle Company, 1944 N. Narragansett Ave., Chicago, IL 60639 now has some 4 x 6 inch plaques. They have one for the Durango & Silverton, one for the V&T, and one for the West Side. Designed to hang on your wall, these plaques sell for \$10.00 each...

Gauge One America, P.O. Box 235, Danville, PA 17821 keeps bringing out beautiful gauge one, standard gauge locomotives and cars. You can now get a Commodore Vanderbuilt NYC engine and a new combination club-baggage car in gauge one...

Hod Carriers, Inc., P.O. Box 266, Santa Fe, NM 87504 has a beautiful new calendar for 1985 with twelve full color paintings of scenes from the D&RGW Chili Line. These paintings capture the mood of the line and the area around it. Send \$12.95 for your copy...

San Francisco Seamaster, 8455 West Mercer Way, Mercer Island, WA 98040 has a line of acrylic cases for displaying your models. They run from 8 x 8 inches to 12 x 12 x 24 inches. Write to them for details...

A&W Industries, 290 North Benson Ave., Upland, CA 91786 has a neat spray booth for under \$100.00. Made out of vacuum formed ABS plastic, it should keep your workshop free of fumes when you are spray-painting. They also sell display cases in eight different sizes and three different types. The first type is acrylic dust covers. The second type has shelves and the third comes with pedestals for displaying various miniatures. Write to them for details...

Debusk Scale Models Co., 116 Hartwood Dr., Woodstock, GA 30188 is bringing out a 1/2-inch scale K-27. Comes in 1 1/2 inch gauge and 1 3/4 inch gauge. You can order a kit for \$1795.00 or a built-up model for \$2495.00. Write to them for a detailed spec sheet...

The Layout Design Special Interest Group, c/o Doug Gurin, 605 Tennessee Ave., Alexandria, VA 22035 has a nice set of specification sheets, standards, and a Journal about layout design. The group is interested in developing a set of modular standards for general use. Write to them for details...

Restore the Falk Locomotive Fund, 3431 Fort Ave., Eureka, CA 95501 is trying to raise \$30,000.00 to restore the Falk (the "gypsy" engine shown in Robert's Ramblings in the September/October 1984 **GAZETTE**). Send your tax deductible donation to them soon...

NorthWest Short Line, Box 423, Seattle, WA 98111 has a neat set of ball and socket joints and shafts. Check their ads for details...

The Pacific Short Line Railroad Company, 710 N. 19th St., Cottage Grove, OR 97424 is looking for Diamond & Caldor rail car #10. It was sold to the Keystone Supply Company in Pennsylvania and has dropped out of sight. PSLRR Co. wants to restore and operate the unit. Can anyone help?...

Woodland Scenics, P.O. Box 98, Linn Creek, MO 65052 has some great transfers available for signs and alphabets. They have over 16 sets available. These are really helpful for detailing your layouts. Check at your local hobby shop...

The Teen Association of Model Railroading, Lone Eagle Payne, 1028 Whaley Rd., R.D. #4, New Carlisle, OH 45344 offers many services to teenage modelers. An NMRA group, write to them for details...

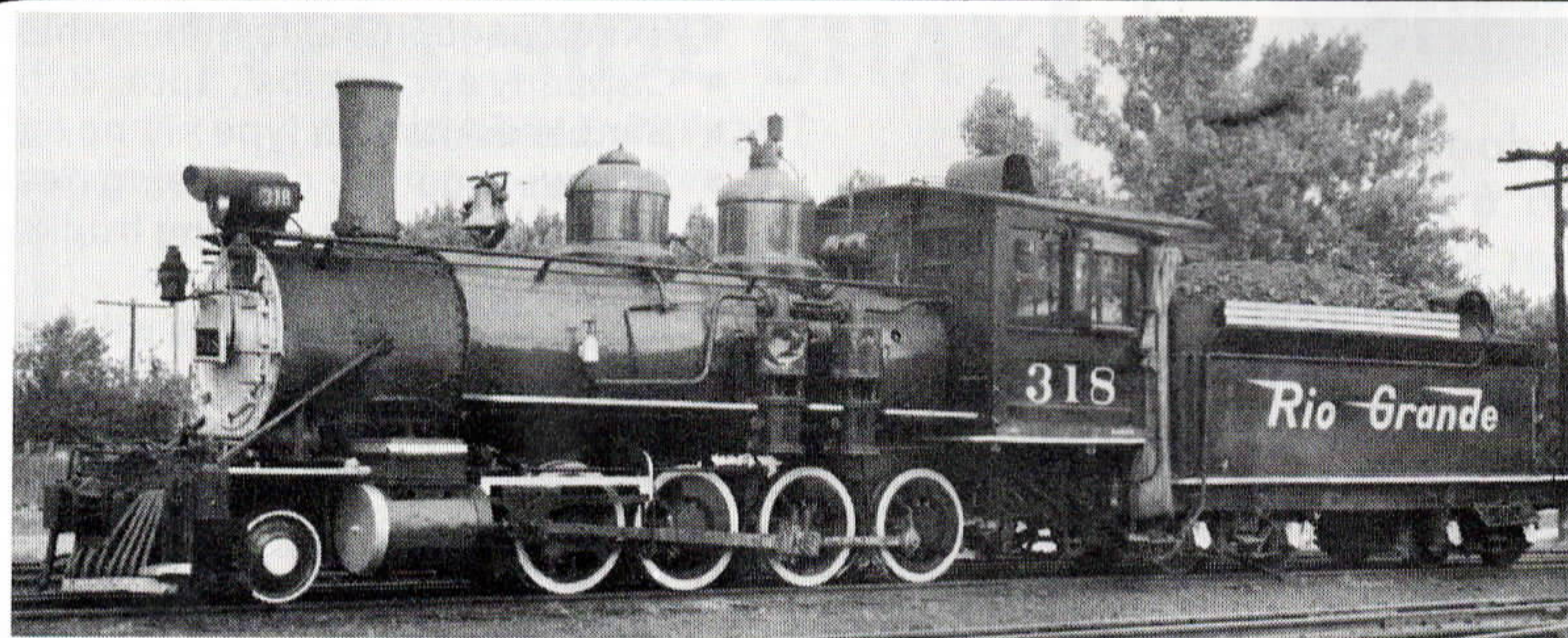
The Gould Company, P.O. Box 463, Verdugo City, CA 91046 has another HO gauge freight car kit available. They have produced a 40-foot, 50-ton straight-sided flat car. The model is injection molded in grey plastic and fits together perfectly. For those of you who want narrow gauge quality in HO standard gauge, try one of these cars...

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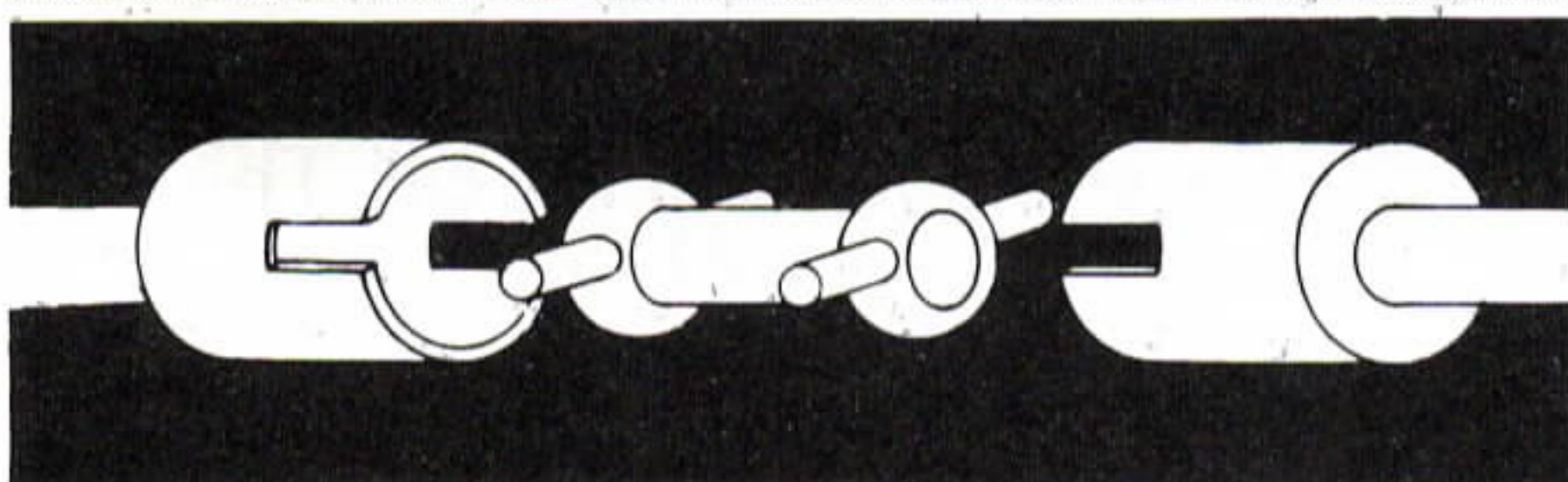
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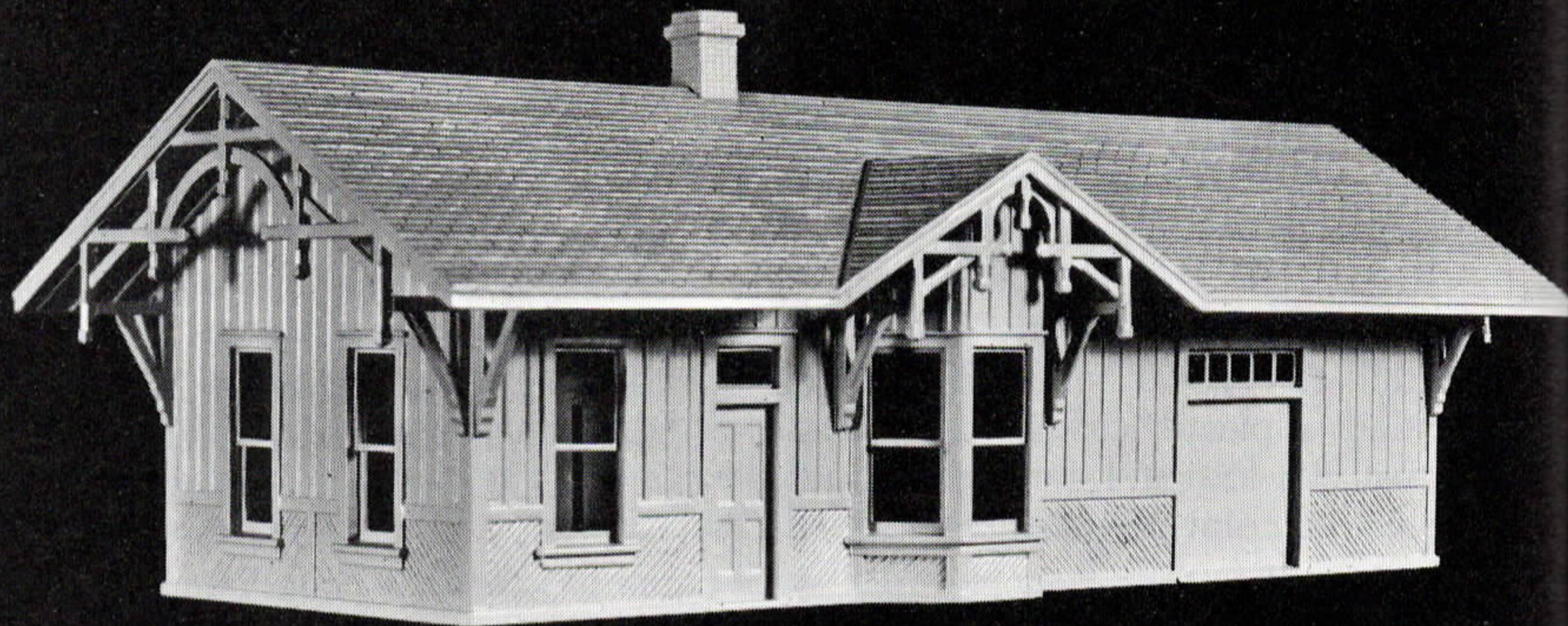
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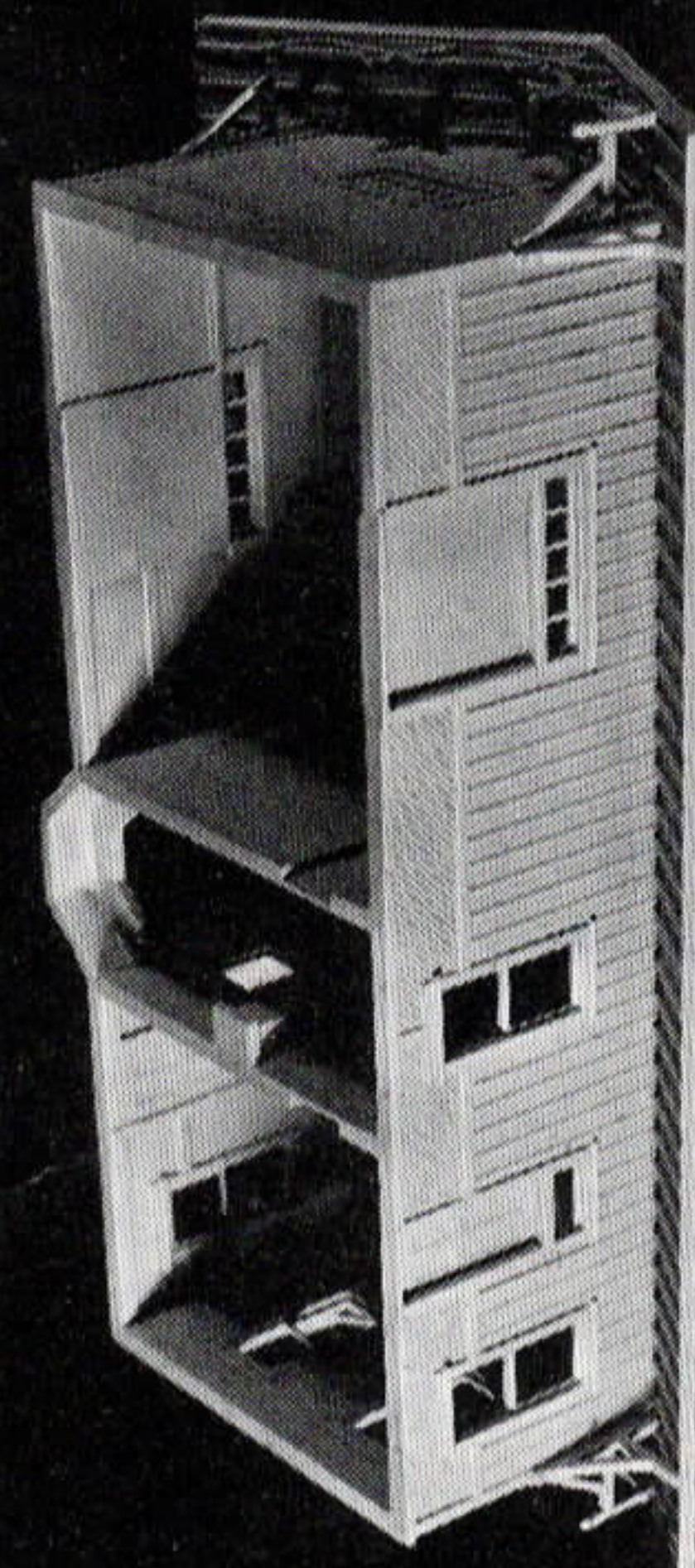
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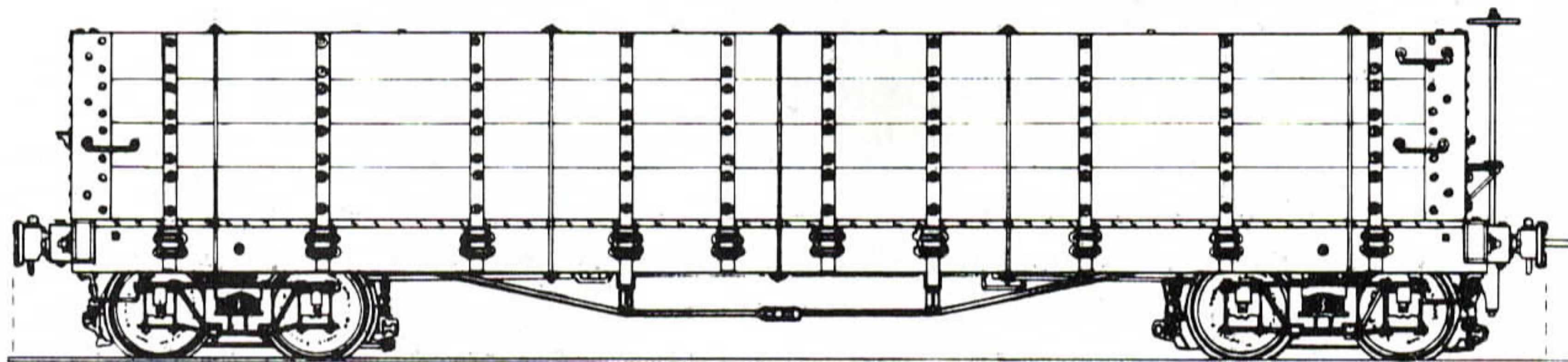


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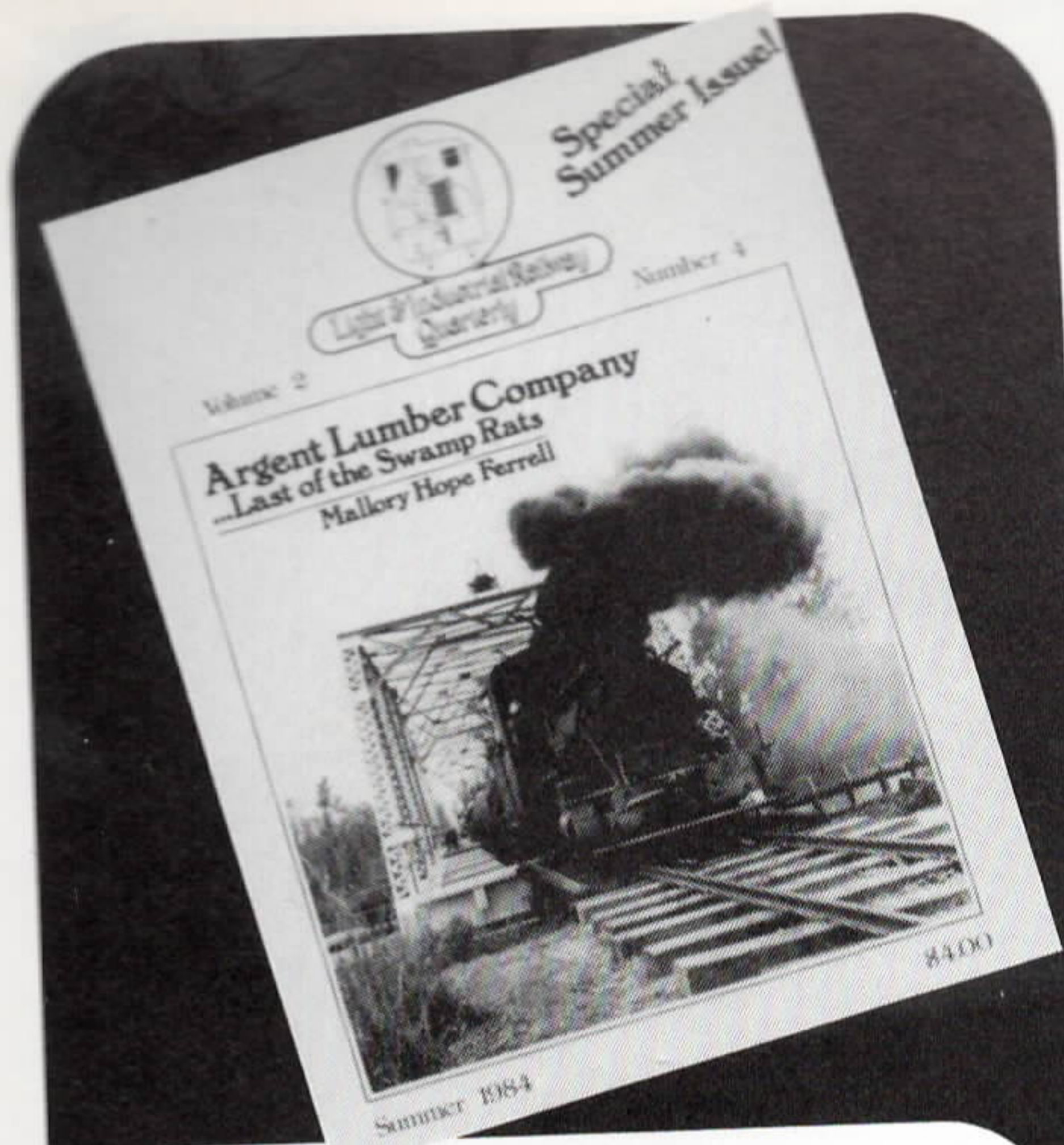
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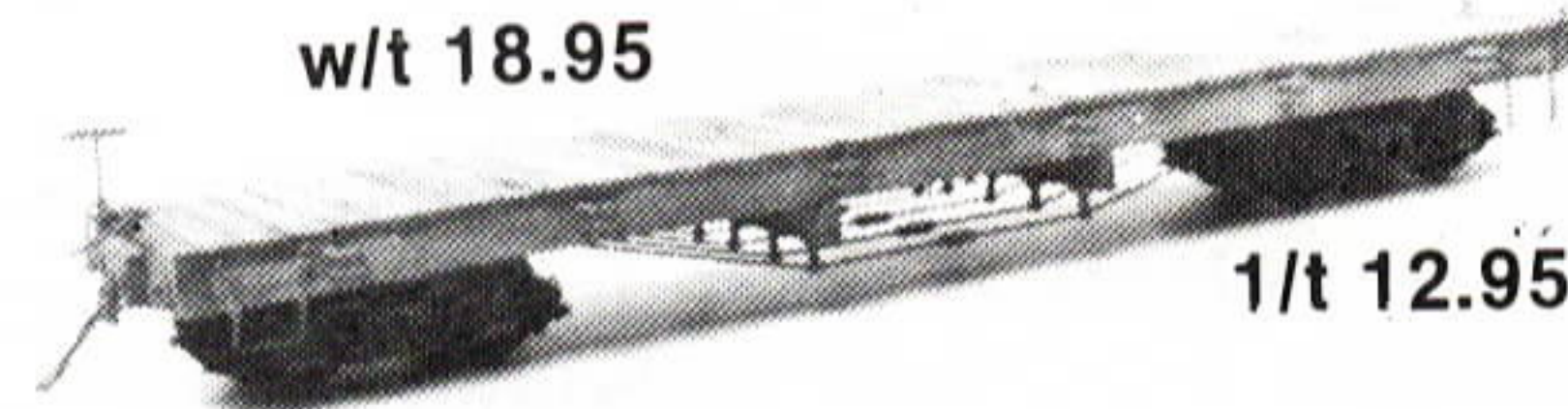
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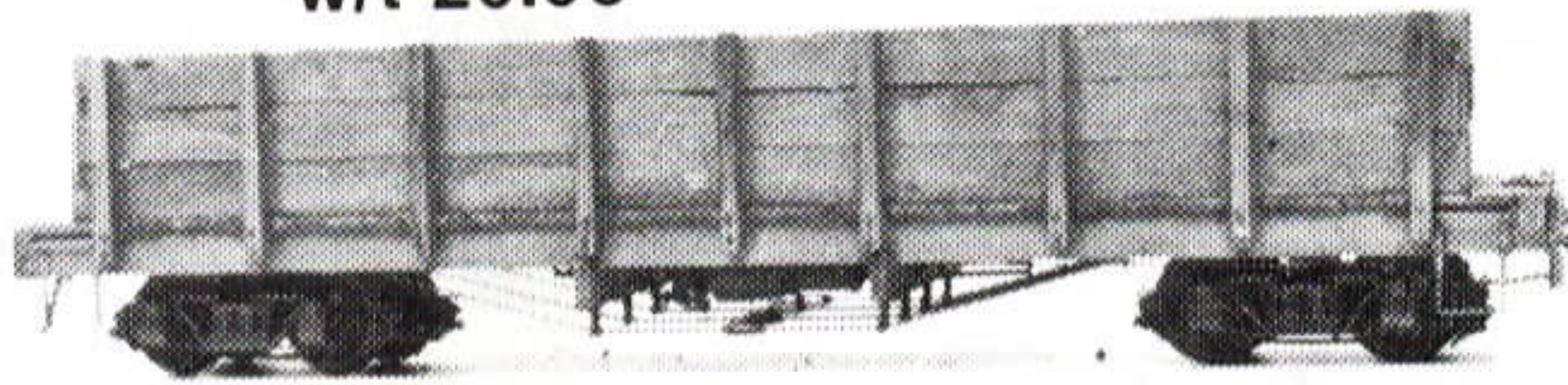
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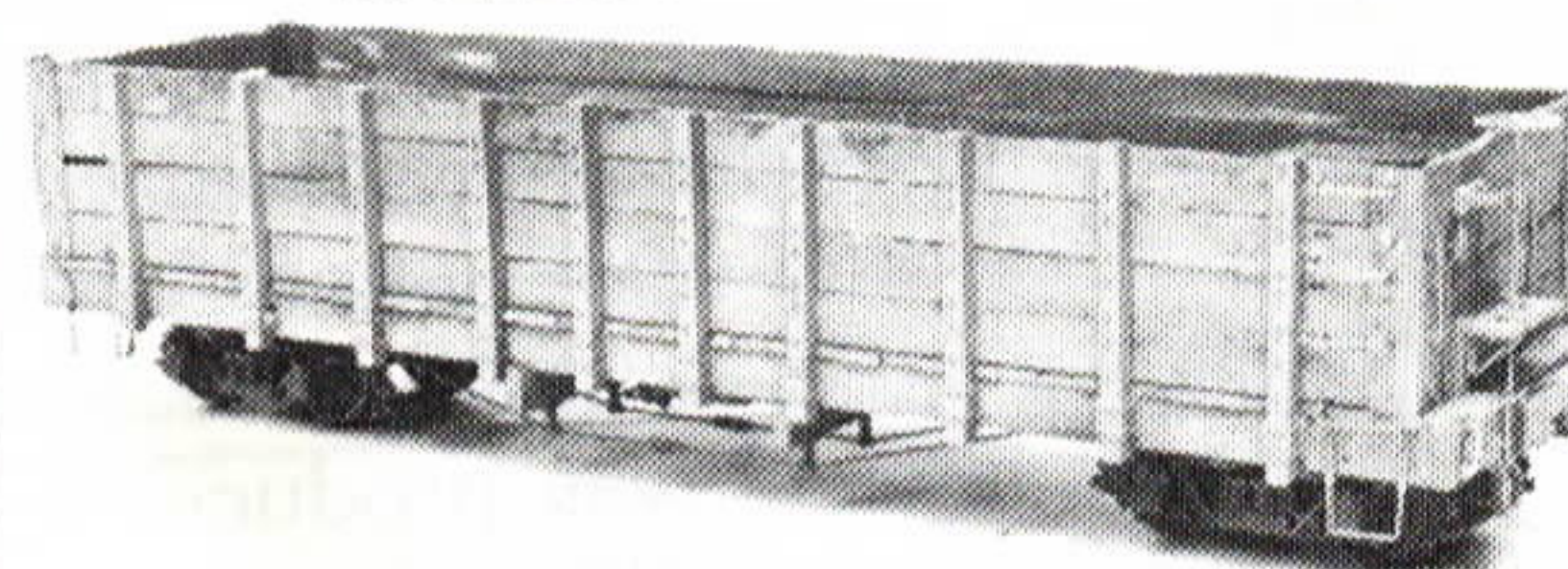
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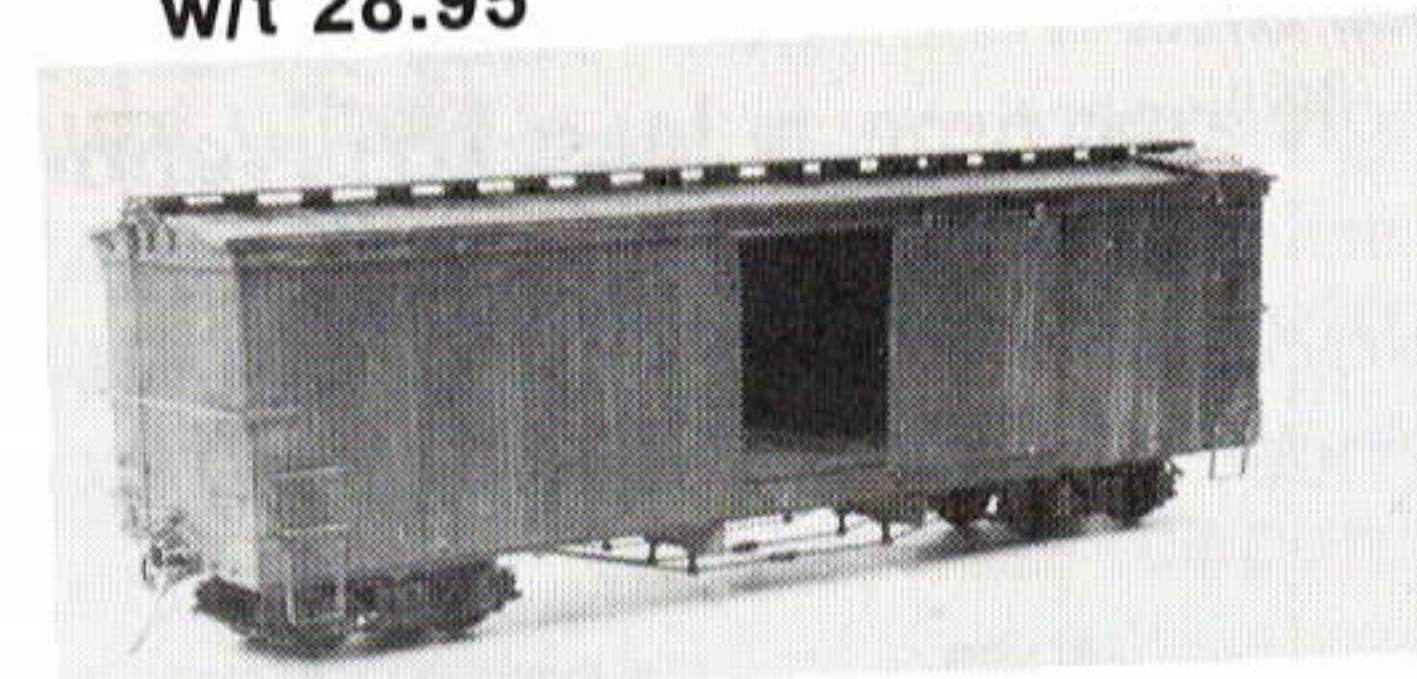
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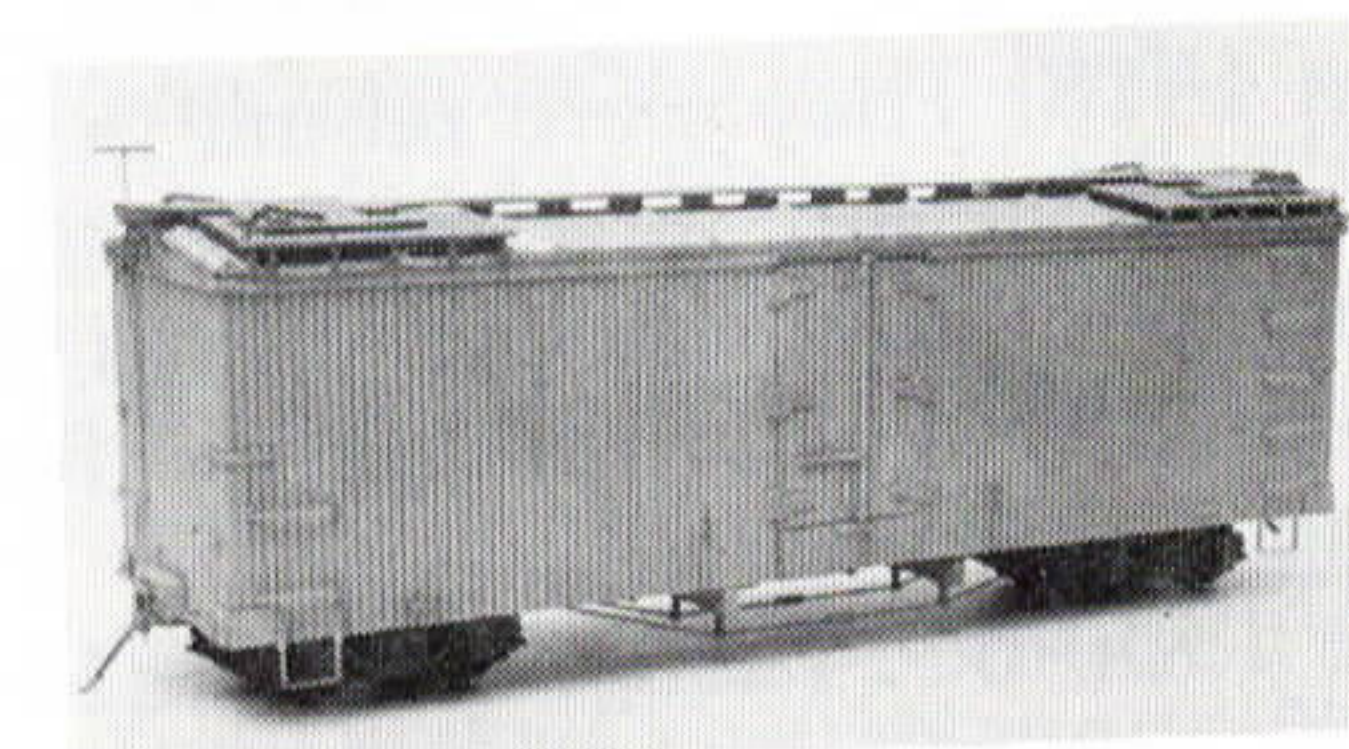
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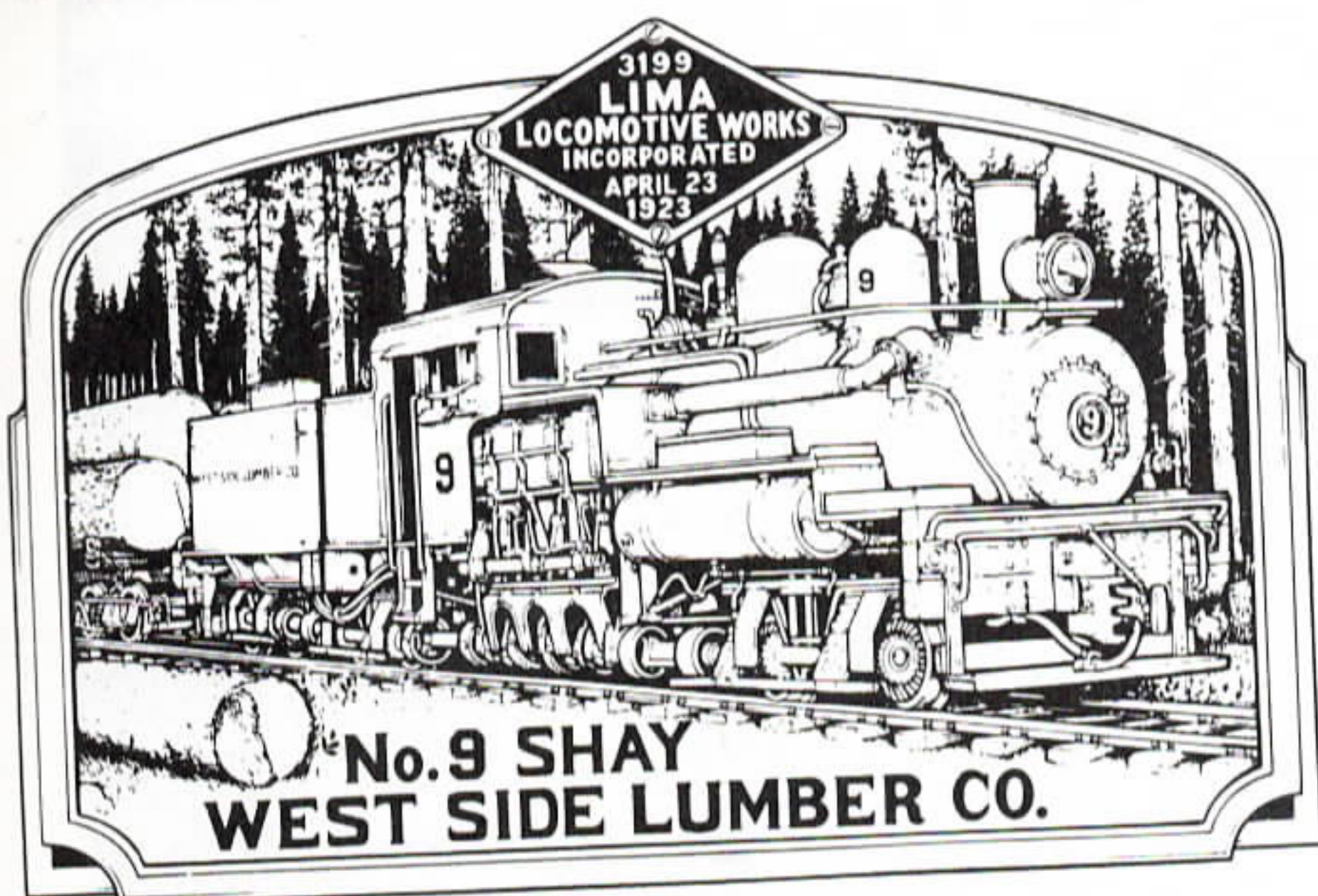
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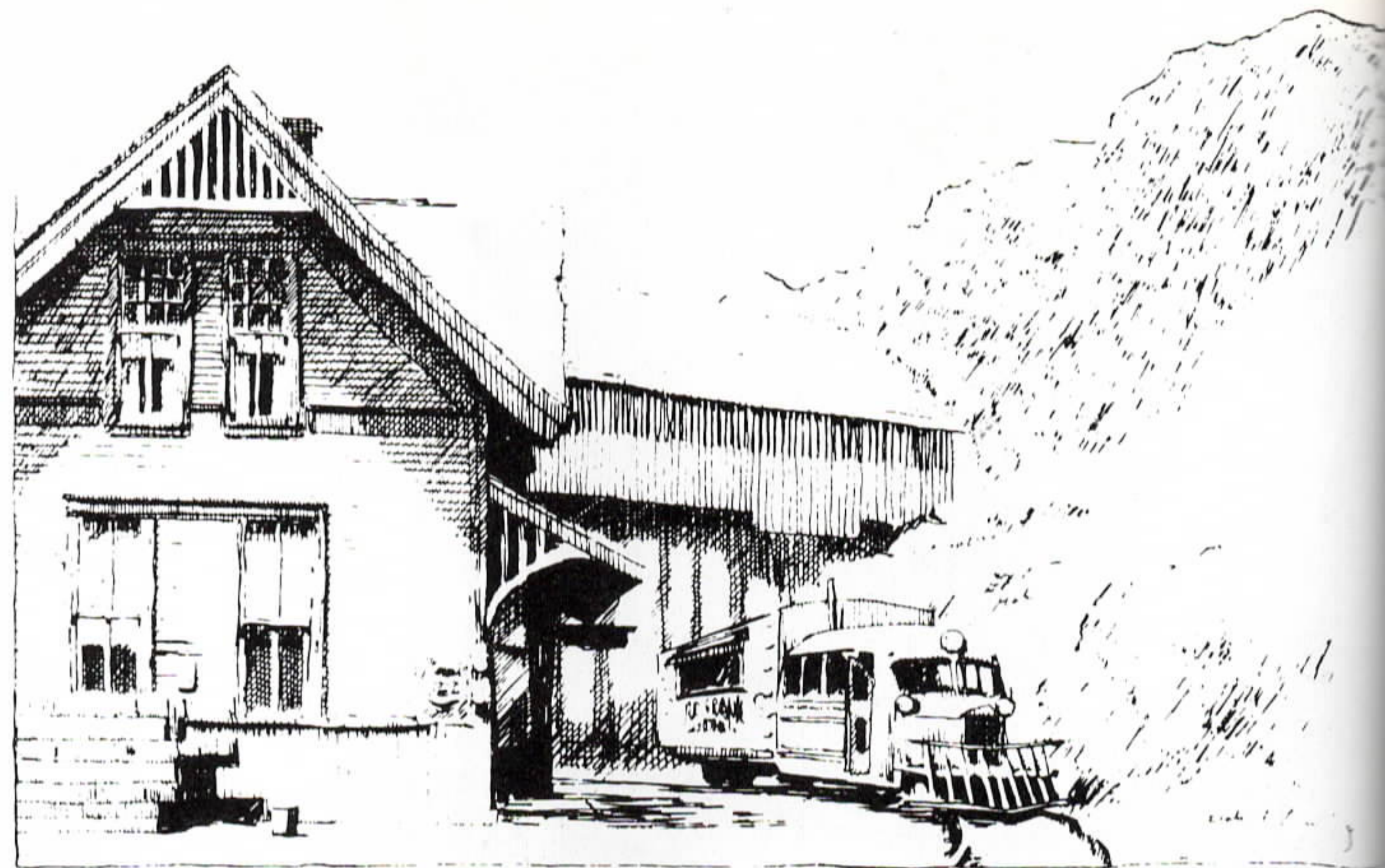
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SEND SASE FOR ADDITIONAL STYLES



by Charlie Getz

Photos by the author



D&RGW 6000 SERIES FLATCARS

The story of the Denver & Rio Grande Western flatcars is more interesting than you might think; the variations on these flatcars could easily fill an entire volume of the **GAZETTE**. It is also interesting to note that the Rio Grande's fleet of flatcars grew over the years rather than diminished as did the road's other narrow gauge freight equipment.

The first D&RG freight car was built in 1872 as 4-wheel flatcar #1. Plans for and photos of this car appeared in the July/August 1981 **GAZETTE**.

This first crude flatcar was followed by 4-wheel car #501 and the 8-wheel 1500 series of flatcars built in 1872. The first major series of flatcars was produced in 1887 as the 6000 to 6099 series. These cars were 30-foot cars with wooden underframes and truss rods. They lasted a surprisingly long time; at least 16 revenue cars were sold to the U.S. Navy in 1942. As late as 1968, at least five cars were still in existence as maintenance-of-way equipment.

There was also a 6100 series of flats, numbered 6100-6111. I found a reference to these cars in a 1939 roster but have no other information about them. The 6200-6219 series were 36-feet long and were built in 1918. They were rebuilt in 1937 with cut down standard gauge cast steel bolsters, steel draft sills and angles. They retained their truss rods during this rebuilding.

The 6300-6314 series cars were built in 1926, a year of frenzied activity because the Rio Grande's narrow gauge rebuilding program was under full steam. These cars were 31 feet 6 inches long according to John Maxwell, though folio sheets show they may have been 40-footers. These cars were reinforced in 1937 with rail along the lower sills. These cars served the railroad until the 1940's.

A 6400 series of cars (6401, 6403, 6407, 6409, 6413) is listed in the 1923 roster as being 25 feet 9 inches long. There are also some oddball cars listed, numbered 6746, 6798, 6875, 6950, and 7447. These cars are described merely as 26 foot 9 inch

cars. I could not find any additional information on these cars, but they did not appear on the 1939 or later rosters I reviewed.

In 1940-1944, the road built a series of steel belly flatcars converted from standard gauge gondolas built by the American Car & Foundry Company in 1907. These cars were numbered 6500-6544 and were modern-looking, heavy duty narrow gauge flatcars that served the road until the end of operations. Two of the flatcars, 6526 and 6527 were rebuilt in 1955 as bulkhead flats.

In 1955-1957, the road was faced with an increasing need for idler flats to service the expanding Farmington Oil Fields. To meet this need, several standard gauge cars were converted into narrow gauge flatcars. These steel flats were numbered 6600-6694 and 6400-6407. They were rebuilt from AC&F 1909 standard gauge 62000 series boxcars, and AC&F 37000 series stockcars. Both series of cars were 37 feet 4 inches long. According to Maxwell, cars 6600-6619 and 6400, 6401, 6404, and 6407 were converted from boxcars and cars 6620-6694 and 6602, 6603, 6604, 6605, and 6606 were converted from stockcars.

About this time, the Rio Grande also constructed, or reconstructed some idler flats in the 6700-6774 series. These wood underframed flats were strengthened with rail and were used in oil service between gondolas carrying pipe to accommodate the extreme length of the pipe. According to some sources, the idler flats were to have been converted from 1500 series gondolas. However, it quickly became apparent to the shop crews that the wooden draft gear on these cars was not as well suited as the steel draft gear on box and stock cars. Consequently, for a short period of time, out-of-service house cars were cut down for idler service but assigned gondola numbers to fool the management. After a while, 6700 series numbers were assigned to these cars regardless of their origin. Rails were clamped along the underside of the side sills for strength and the cars were

placed in service between open-ended gondolas to allow for overhanging pipe loads. I would appreciate any information on these cars.

Thus the bulk of the Rio Grande flatcars were actually constructed or converted in the 1950's when one would guess that narrow gauge car construction would have long since been completed.

In the oddball flatcar department, flat numbers 1105, 1188, 1515, and 1770 are all pictured in *Narrow Gauge Pictorial*, Vol. III, R. Robb, P.O. Box 1891, Oakland, CA 94612, and appear to be converted 32-foot gondolas. Flats 9480 and 9515 are also shown and appear to be converted 32-foot "coal cars" as the Rio Grande called them. Again, information on these various oddball cars would be appreciated.

An entire column could be devoted to flatcars used in maintenance-of-way use. The 1939 roster lists 16 flat outfit cars and eight of them remained as late as 1968. Some of these flatcars were assigned to pull driver OB or derrick OP. Others did service as block cars or wheel and tie cars.

Narrow Gauge Pictorial, Volume 3 is an excellent source of information about these flatcars. This book also shows some of the oddball flatcars. For example, steel belly flat #6706 is shown with a side mounted brakewheel whereas #6707 is shown with a more standard end-mounted brakewheel. Flat car #6748 is shown with a very unusual load—a K-37. However, there have been surprisingly few articles on these flatcars. Aside from the **GAZETTE** article noted above, some history of these cars is included in Robert Sloan's discussion of early D&RG freight cars which appeared in the May/June 1975 **GAZETTE** (out of print).

Fortunately for the modeler, D&RG flatcar kits are more common than articles about them. In HO kits have been produced by many manufacturers including Tomalco, Balboa, Rail Line, Railcraft, and Alamosa Car Shops. In S scale, Tomalco also makes an idler flatcar kit and Triangle Scale Models offers a 6200 series flat. In O scale, cars are or have been available from Model Master.

MAXWELL PLANS

- D-64 6000 series flats, 1887
- D-62 6200 series flats, 1918
- D-158 6300 series flats, 1926
- D-146 6500 series fishbelly flats, 1940's
- D-58 6600 series steel flats, 1950's
- D-60 6600 series steel flats, 1950's
- D-141 06063 with derrick OP

CORONADO SCALE MODELS

- S-11 06084 block car

KEN PRUITT PLANS

- 06092 wheel and tie car
- 06008 with pile driver OB

Rocky Mountain Region NMRA Helper plans #26 (circa 1962) shows flatcar 06299 as an outfit car. This plan is out of print.

The Maxwell plans listed here are available directly from the Colorado Railroad Museum. The Coronado Scale Model's plan and the Pruitt plans are available from Coronado Scale Models.

pieces, Tomalco, Darr, Crossing Gate, and no doubt others.

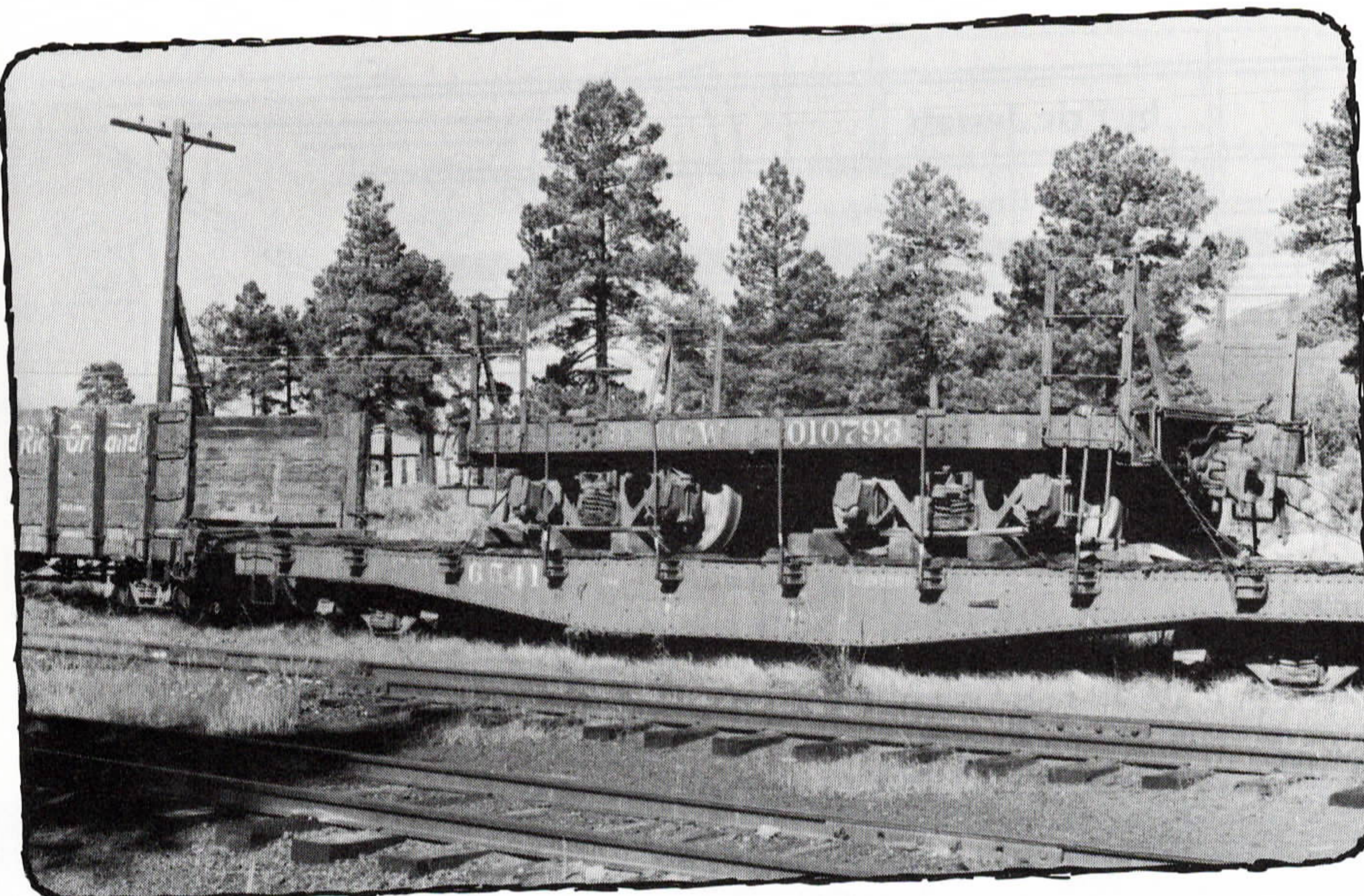
While flatcars may appear dull and mundane, they were important to the development of the Rio Grande. Flatcars are very highly visible cars capable of generating a great deal of modeling interest. A weathered deck and unusual load can combine to create a very interesting model. Photos of flat cars in books almost always show them in a tattered or torn condition or carrying an interesting load. Flatcars offer more variety loaded than any other freight car. So why not give the lowly flatcar a bit of attention and add a few to your roster soon?

It was a pleasure to see and meet so many of you at the Fourth National Narrow Gauge Convention. Now that the winter season is setting in throughout the country, may I wish you a satisfying modeling season and perhaps a premature but nevertheless heartfelt best wishes for a joyous holiday season.

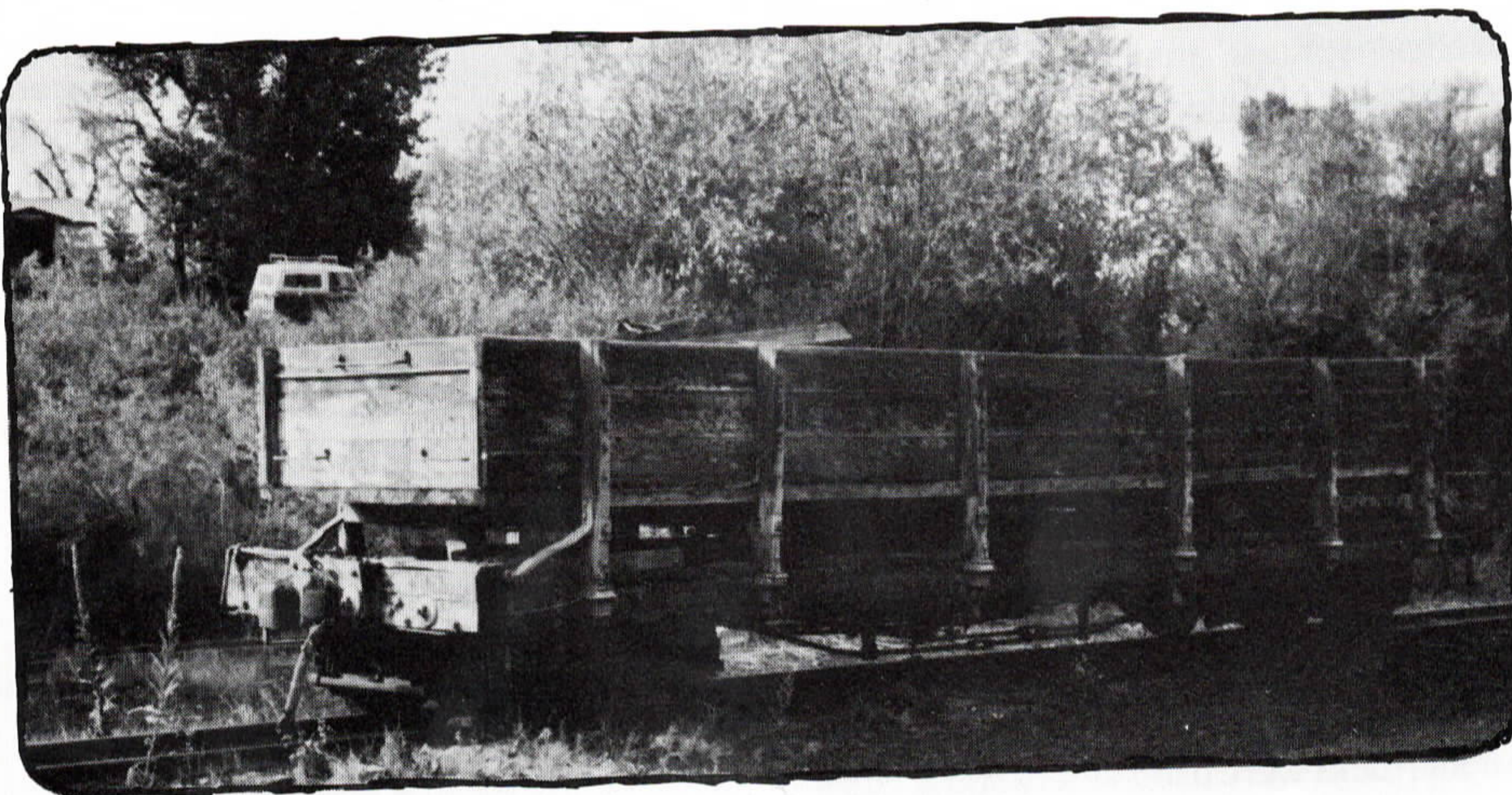
Charlie



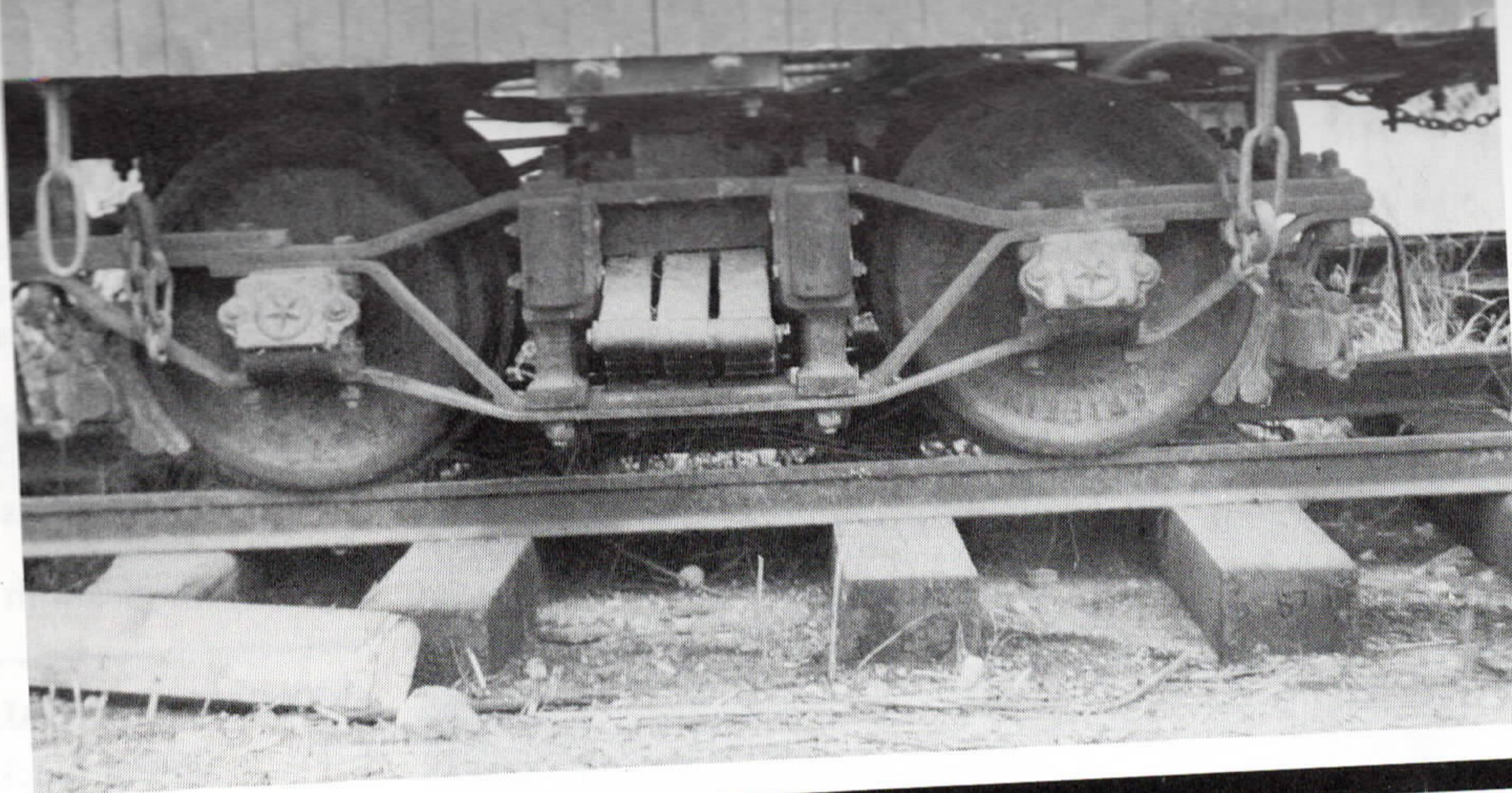
D&RGW flatcar #9557 was converted from a "coal car". These cars had a rail reinforcement along the deck.



Most of a D&RGW 6500 series flatcar. Note the unusual load.



Work flat D&RGW #06051, now one of the oldest cars on the Cumbres & Toltec Scenic Railway.



The Carter Connection

by Eric Jewett

Photos by the author

For a period of some thirty years, from the early 1870's through the turn of the century, the Carter Brothers of Newark, California, were the major narrow gauge car builders on the west coast of the U.S. Although primarily connected with the South Pacific Coast Railroad, Carter Brothers built many cars for western narrow gauge lines and streetcar systems. Some of these lines were the North Pacific Coast, Pacific Coast, Monterey and Salinas Valley, and Oahu Railway & Land Company. The best history of Carter Brothers is found in Bruce MacGregor's series of books on the South Pacific Coast (*South Pacific Coast*, Howell-North, 1968; *Narrow Gauge Portrait - South Pacific Coast*, Glenwood, 1975; *South Pacific Coast: A Centennial*, with Richard Truesdale, Pruett, 1982).

In addition to building both freight and passenger cars, Carter Brothers manufactured much of their own hardware, including at least three kinds of trucks. They had a relatively conventional sprung passenger car truck, a distinctive un-sprung freight car truck and at least one other type. In discussing SPC waycar #47, which wound up in the Owens Valley of California on the SP narrow gauge, MacGregor mentions that the passenger car trucks shown in the illustration in his Centennial SPC book are not the original trucks. MacGregor further mentions that waycar #47 was originally equipped with an obscure elliptically-sprung version of the Carter freight trucks with their characteristic five-pointed star cast into the journal box covers.

In 1889, the infant Oahu Railway & Land Co. placed its initial order for freight and passenger cars with Carter Brothers. They ordered flatcars, boxcars, two baggage cars, and thirteen 36-foot coaches. By the turn of the century the OR&L shops were building their own cars, often to Carter design, and apparently with Carter hardware. As a result, it is often difficult to positively identify a particular piece of rolling stock as original Carter Brothers or OR&L construction.

While I was taking some photos at the Hawaii Railway Society yard in Oahu I noticed that, while Carter-built coach #2 carries standard Carter passenger trucks, coach #57 is supported by what appear to be modified Carter freight trucks with elliptical springs, matching MacGregor's description of the original trucks on SPC #47.

Aside from the characteristic stars on the journal box lids there are no marks on these trucks positively connecting them to Carter, and it is entirely possible that these trucks were constructed by the OR&L to Carter design. Close inspection of photos in Gerald Best's *Railroads of Hawaii*, Golden West, 1978, show this type of truck on the Carter-built baggage cars as well as the later OR&L coaches. All of the "first class" (with clerestory) coaches, both Carter and OR&L built, have more conventionally sprung trucks, suggesting that the sprung freight trucks were used where some cushioning was desired.

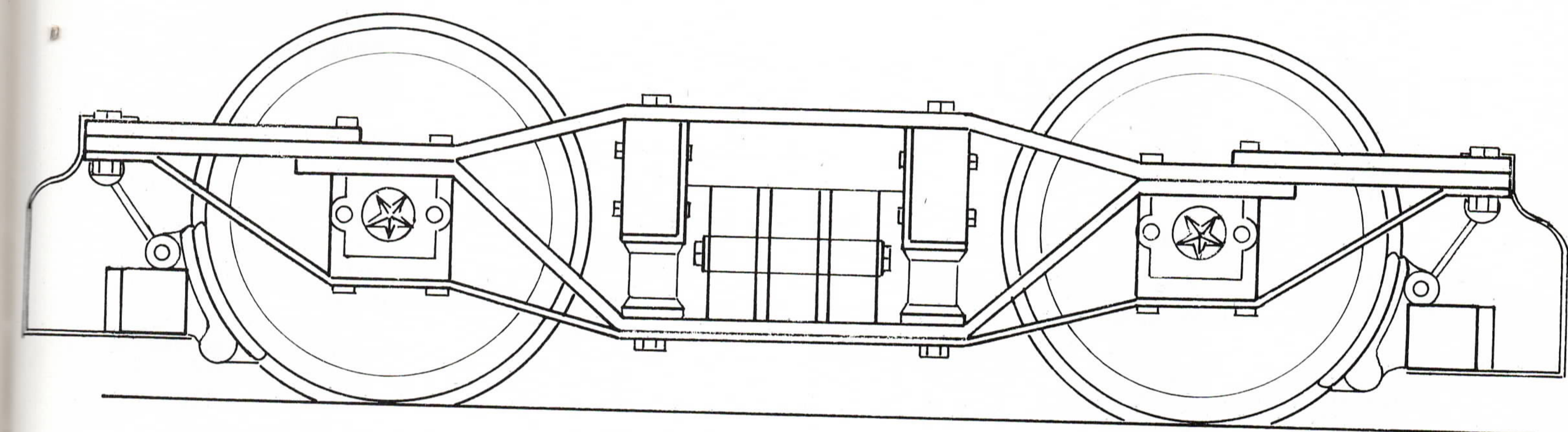
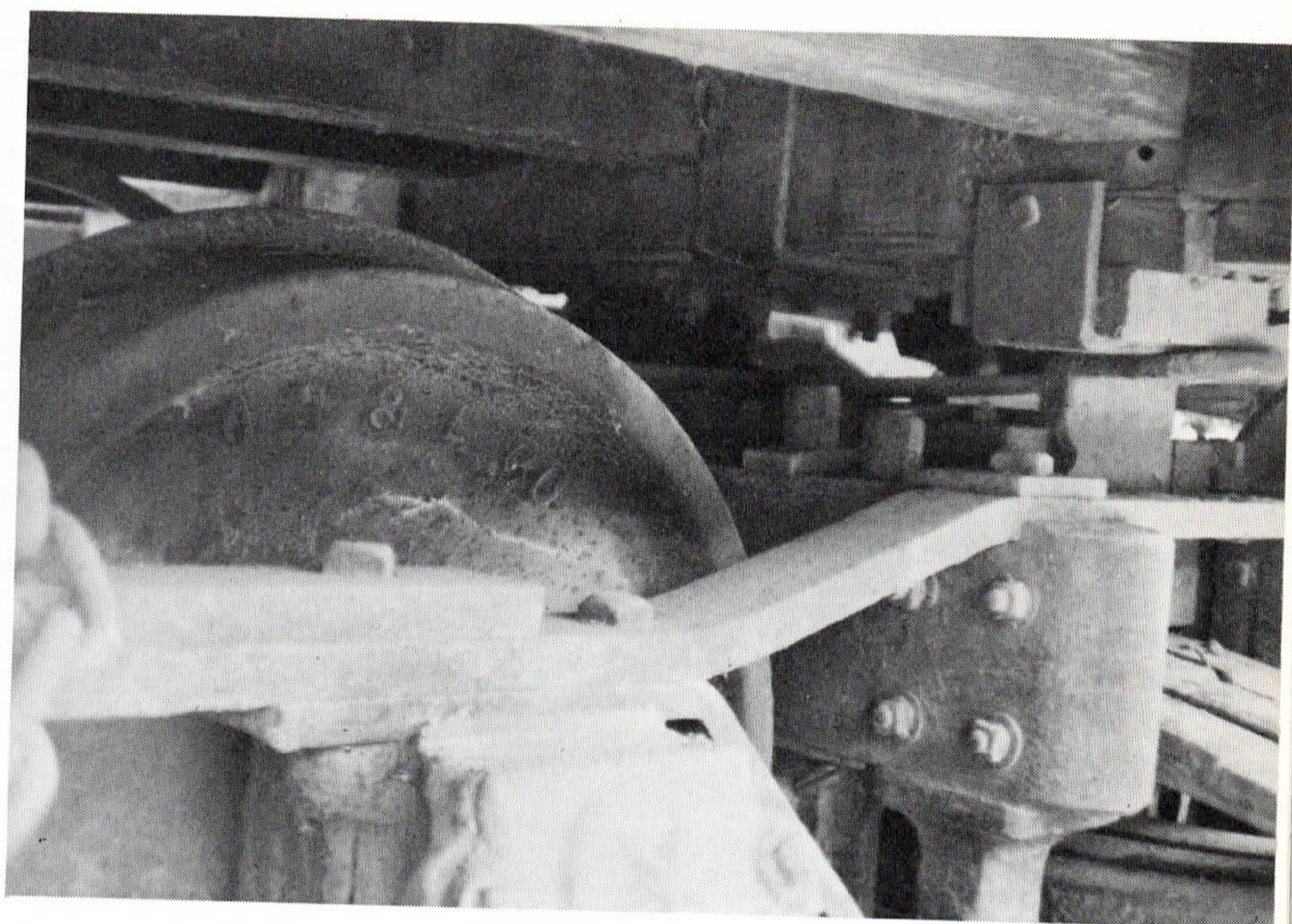
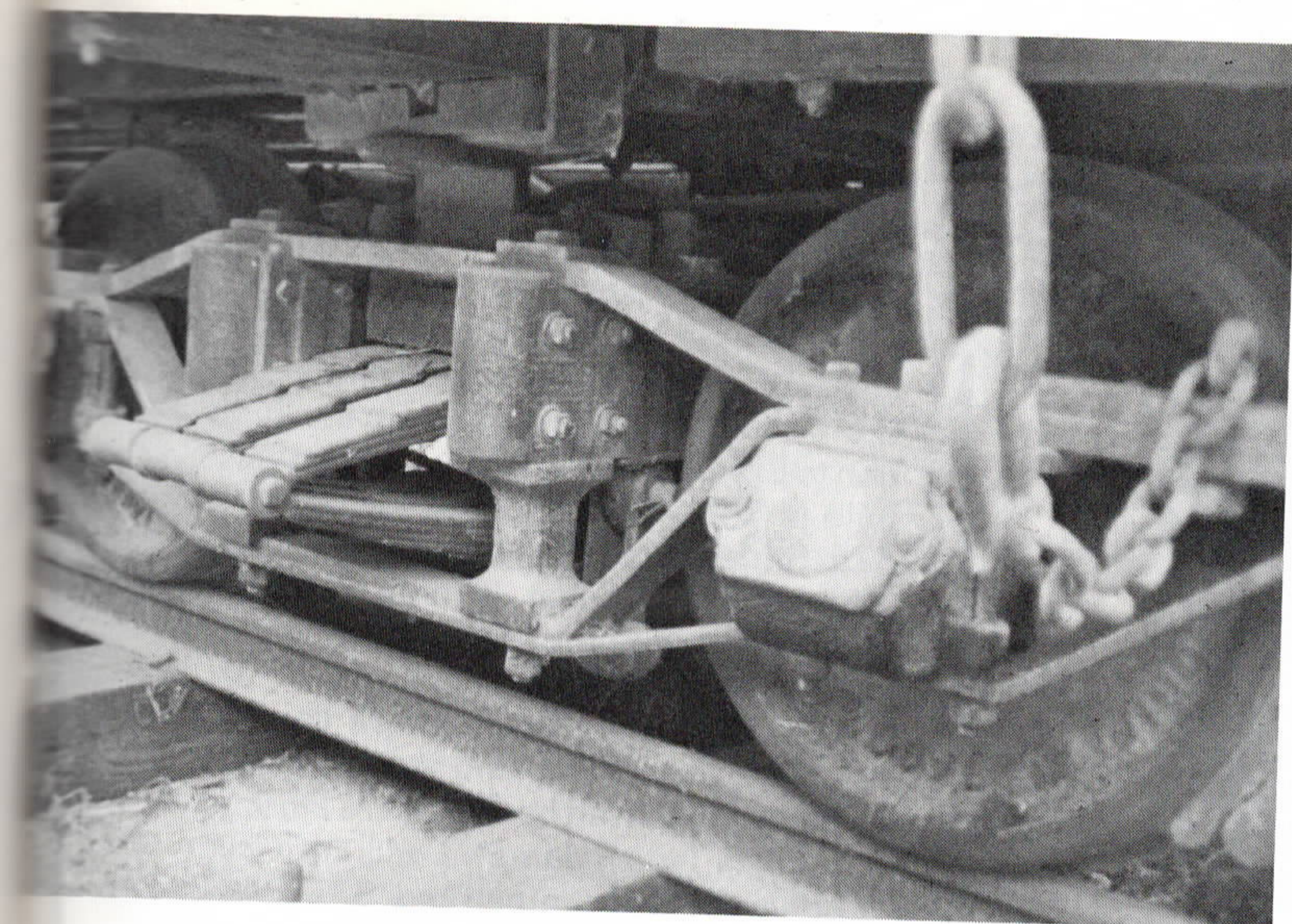
The design of the unusual truck I found

in the HRS yard is relatively simple. There are only eight small cast parts from two masters. Two 3½ inch x 7 inch wooden crossbeams form the major load bearing member. The side frames are formed from 1 x 3 inch and ½ x 3 inch steel strap. The ends of the perimeter frame are C shaped sections with a 1 x 3 cross section, and appear to be cut from 1-inch plate. The triple elliptical springs bear on the bottom of the sideframes between the crossbeams. The weight of the car is supported by the springs through a wooden block topped by a steel Z which bears on a steel plate on the bottom of the car.

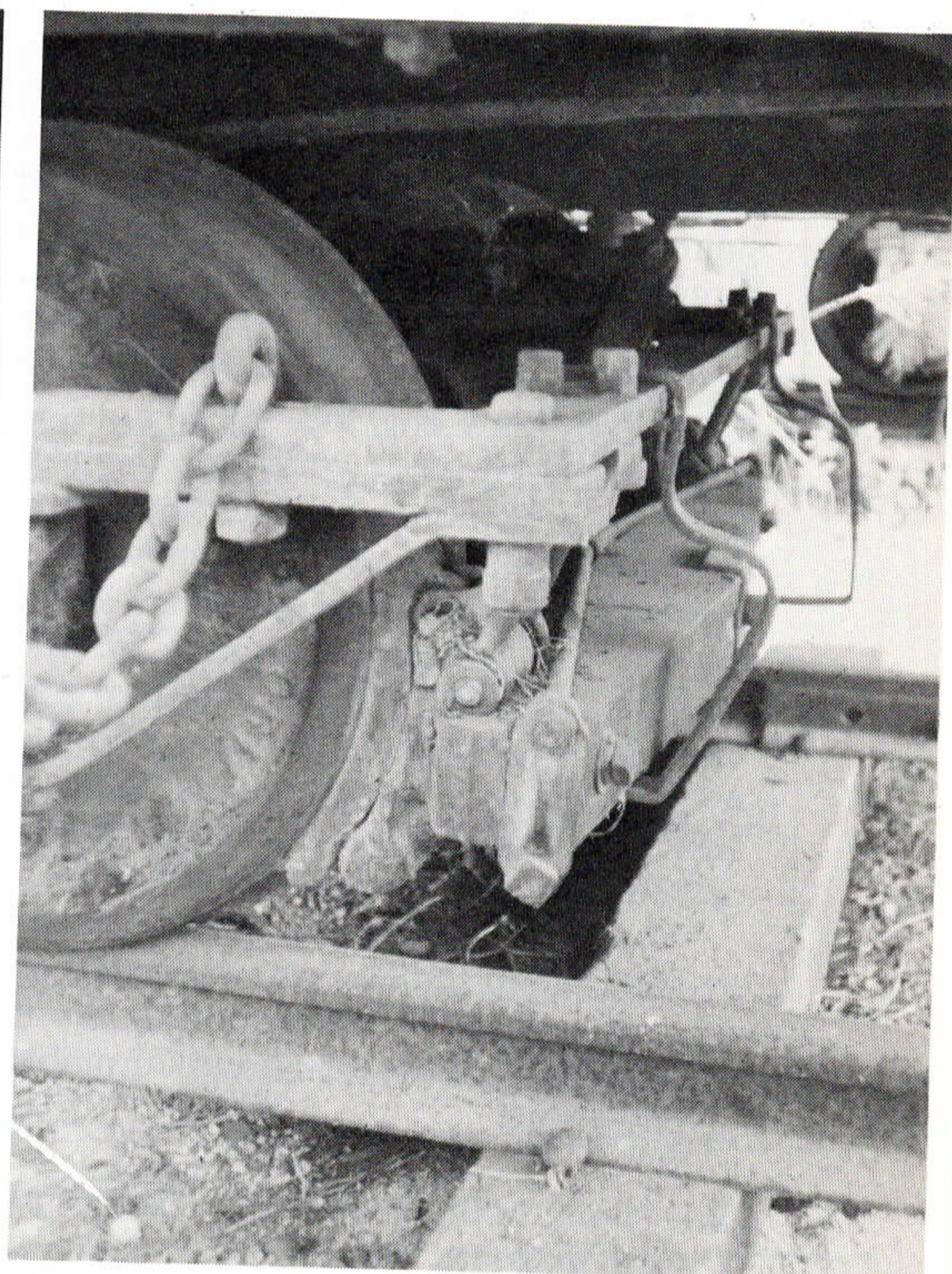
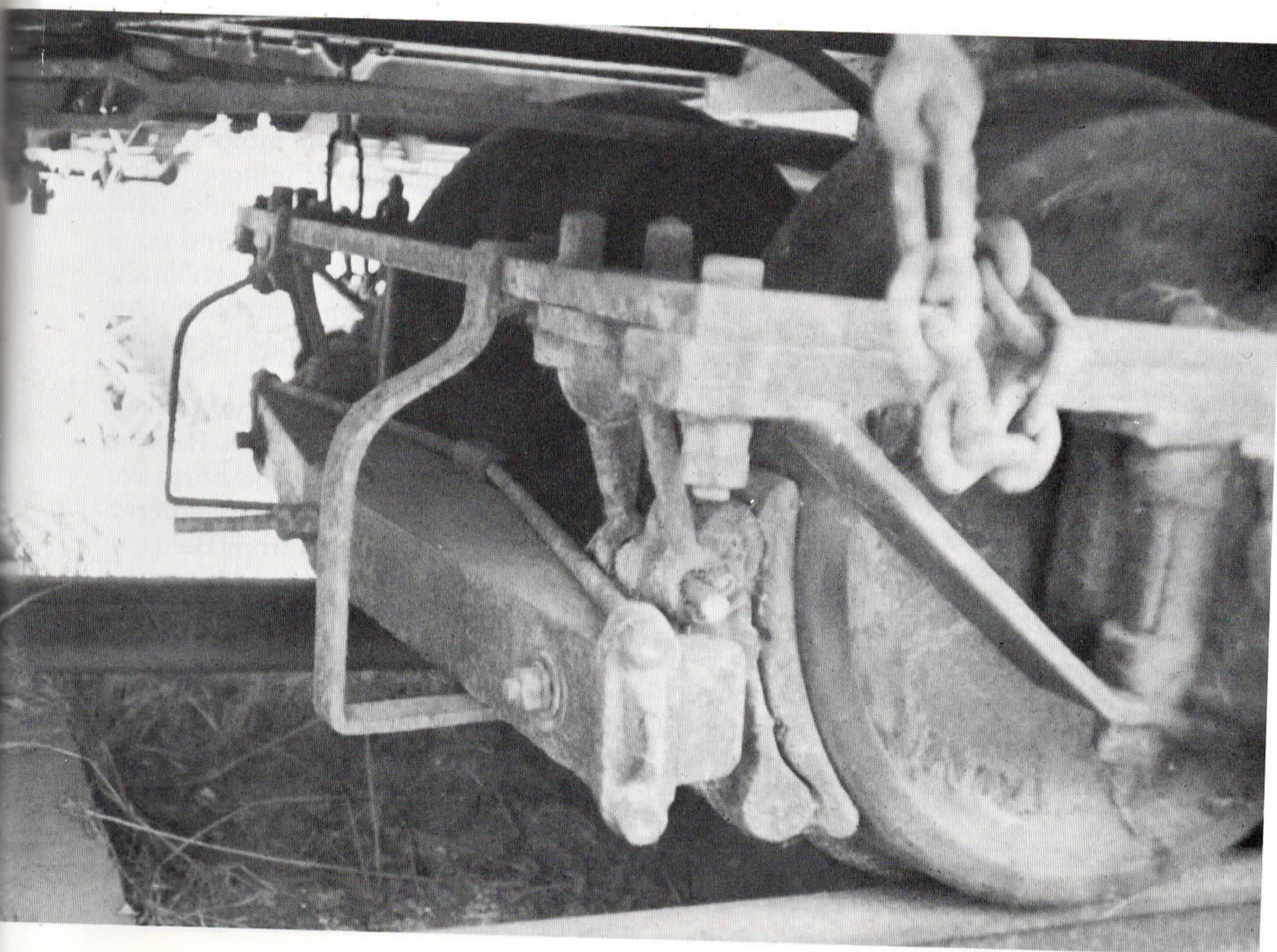
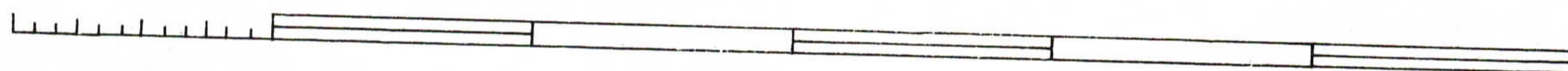
Since this coach was built in 1921, after the Carter Brothers had vanished from the railroad business, it is likely that these trucks were built up from parts purchased earlier from Carter. A second intriguing possibility is that the OR&L ordered their freight cars with the sprung trucks and later replaced them with the coil-sprung arch bar trucks, reserving the Carter trucks for passenger-baggage car service. We may never know which of these possibilities is true.

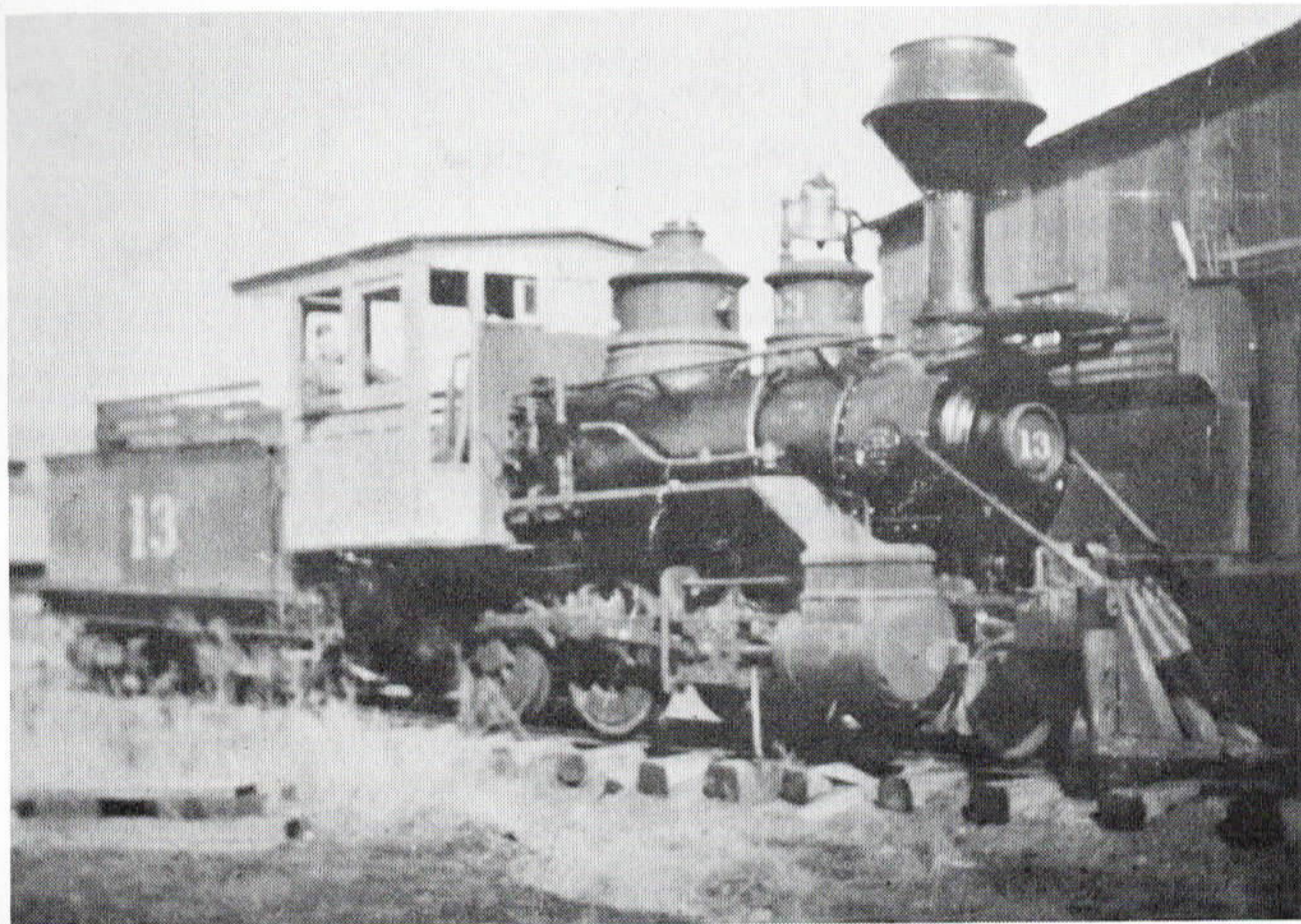
A reasonably accurate model of these trucks can be made by adding elliptically sprung ends (either handmade from brass or trimmed from another truck) to a freight truck with the proper appearance. Russ Simpson advertises Carter freight trucks in HO and O, and the Kemtron (now Precision Scale) HOn3 logging trucks of a few years ago are a near match.

GAZETTE



Plan by Eric Jewett





THE MINNEAPOLIS MOTOR LINE

by Albin Lee

This is a short history of a short-lived little narrow gauge railroad called the Minneapolis Motor Line. The name came from the motive power: steam-dummies, called "motors" in and around Minneapolis, Minnesota. The Motor Line was incorporated as the Lyndale Railway in July, 1878. The name was changed in 1879 to the Minneapolis, Lyndale & Lake Calhoun Railway. Track was laid to 3-foot gauge with 35 pound "T" rail. The initial equipment consisted of two new Baldwin steam-dummies and two secondhand closed cars purchased from an eastern railroad. A single track line was built from downtown Minneapolis to Lake Calhoun with run-around sidings at each end and a passing siding about halfway along the line at 24th Street and Nicollet Avenue.

The first "motor" steamed up in the summer of 1879 on the 4½ mile long railway and took only 30 minutes to make the run from downtown to the lake. Since there were no turntables, the steam-dummies operated forward to Minneapolis and backwards to Lake Calhoun. In 1880 the line was extended one mile to Lake Harriet. Today the Minneapolis Transportation Museum operates a trolley car on the original Motor Line right-of-way between Lake Calhoun and Lake Harriet. If you get to Minneapolis be sure to ride this line.

The greatest expansion of the line came in 1881 when the line was extended another 15 miles to Excelsior on Lake Minnetonka making it 20½ miles long. Turntables

were added at both Excelsior and Lake Calhoun, where the shops were located. The name of the railway was changed at this time to the Minneapolis, Lyndale & Minnetonka Railway. Naturally, the railway required additional motive power so it purchased two Moguls (2-6-0) from Baldwin. These little Moguls were only used between Excelsior and Lake Calhoun because they were not permitted on the streets of downtown Minneapolis.

Two more steam dummies were purchased from Baldwin in 1882. In the same year, seven second-hand, open passenger cars were purchased from a Philadelphia railroad and from the New York Elevated Railroad. These cars had to have their trucks changed in order to run on the 3-foot line. In 1883 the railway added two new deluxe passenger cars for the Excelsior trains.

Lake Minnetonka is a big lake and its various communities and resorts were served by side and stern wheel steamboats. Excelsior was the terminus of the Motor Line, where you changed to a boat for your trip to any location on the lake.

As business increased, so did people's objections to smoke from the "motors." The Minneapolis City Council recommended that a different form of motive power be used. But the company maintained that no other suitable form of motive power was available. In spite of its apparent success, the railway had always been under-financed and, according to the October 4,

1931, MINNEAPOLIS JOURNAL, it was "usually just one lap ahead of the sheriff." The company was apparently not interested in converting to cable cars because of the cost. Later they did try other alternatives to steam.

In 1884 the shops and turntable were moved from Lake Calhoun to the junction at 31st Street and Nicollet Avenue. The 2-6-0's then took the trains from the Junction to Excelsior. A single track line was also built in 1884 from the junction south to 37th Street on Nicollet Avenue, east across 37th Street to what is now Hiawatha Avenue and southeast on a private right-of-way to the Minnehaha Falls Park.

The company was in severe financial trouble in July, 1885, and was saved only by being purchased by Charles A. Pillsbury (of milling fame), James J. Hill (of Great Northern Railway fame) and S. S. Small. The railway line was immediately improved by double tracking the line from downtown all the way out Nicollet Avenue to 37th Street. Two more steam motors were added allowing for more frequent service on the line.

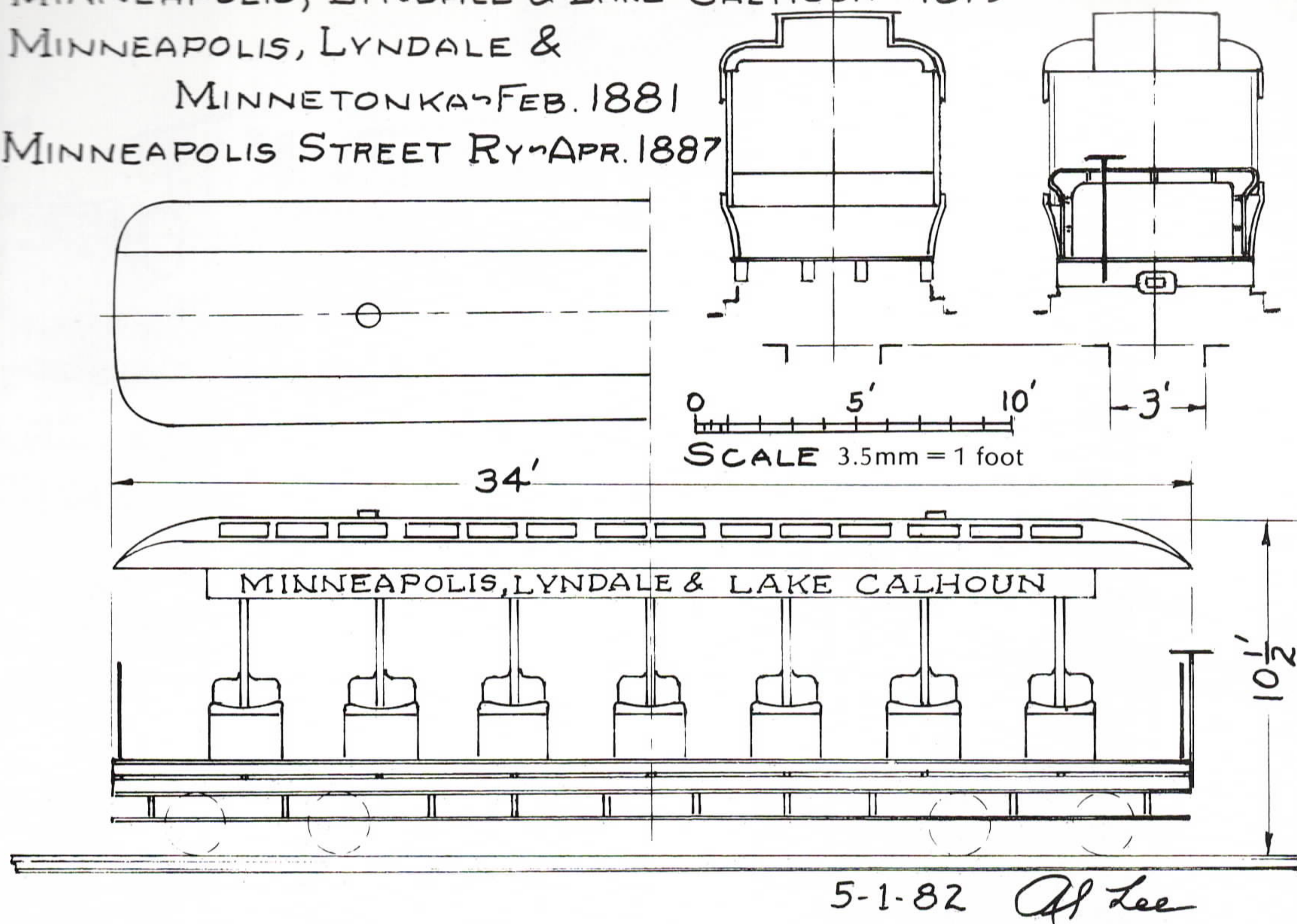
December 31, 1885, saw a bold experiment tried out on the Motor Line. The Van Depoele Electric Manufacturing Company of Chicago built an electric railcar for the line, but the car was drastically under-powered. It had only one 40 h.p. motor, but it was expected to do all of the switching in downtown Minneapolis. The bold experiment failed in only three weeks.

In 1886, another effort was made to solve the smoke problem. Four soda motors were purchased from Baldwin. These motors were based on a system developed in Germany. A large insulated boiler was charged at 329 degrees Fahrenheit with a caustic soda solution. The equivalent of fire tubes in a steam locomotive were water tubes in a soda motor. Once the motor was charged up, the steam exhausted from the cylinders was condensed to increase the temperature of the soda to generate more steam. Much to everyone's chagrin, the discharged residue from the motors killed the foliage on either side of the streets. The experiment lasted only four months. The soda motors were then re-built into conventional steam dummies. At least nobody could say that the management did not try to find an acceptable solution to the smoke problem.

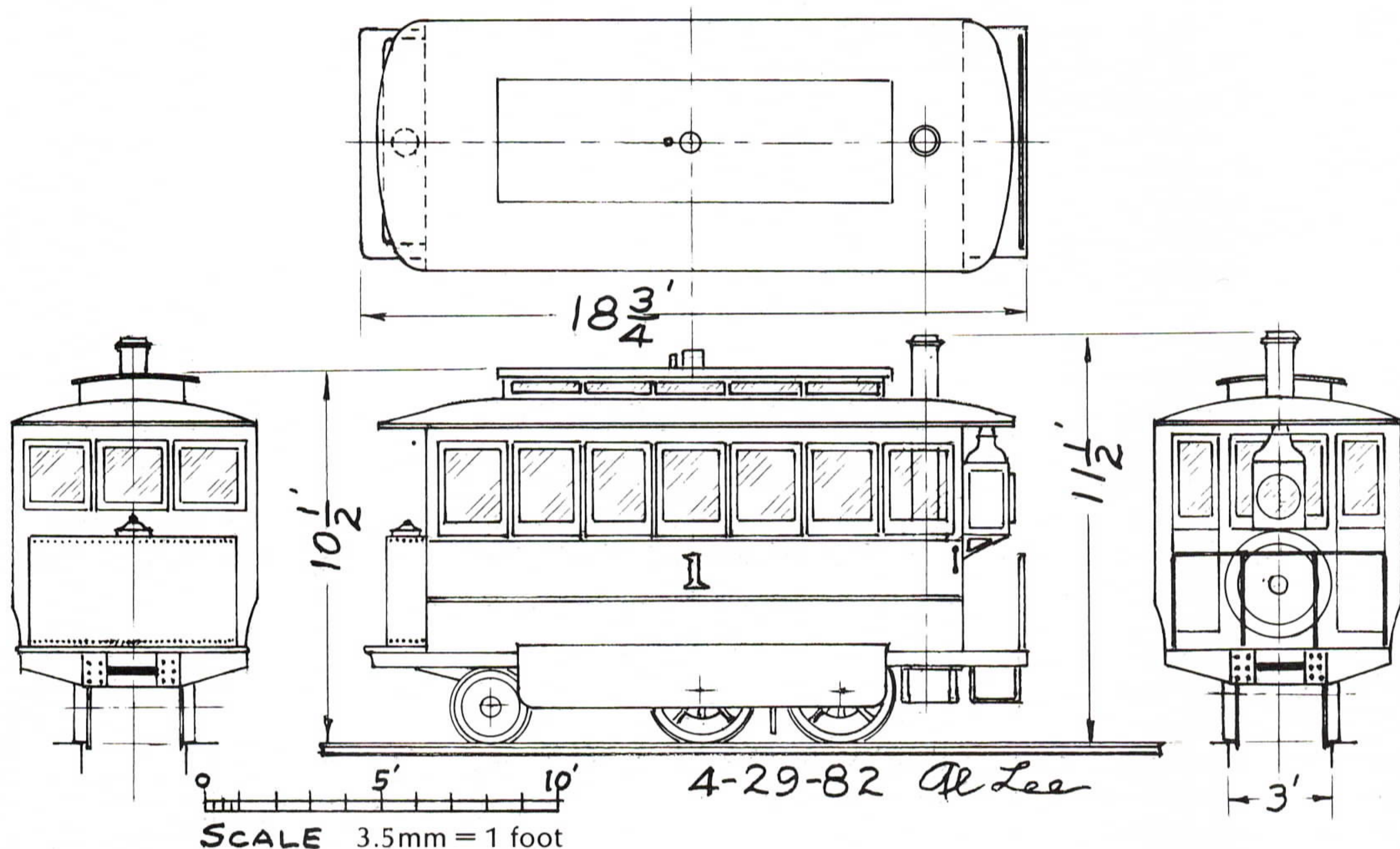
In 1887 the ML&M Rwy. was taken over by the Minneapolis Street Railway which operated 42-inch gauge horse car lines in the city. The street railway ordered two more steam dummies from Baldwin and the line from Lake Calhoun to Excelsior was abandoned. However, after public protest, the company relented and restored service to Lake Harriet. The two Moguls were transferred from the Excelsior line to the Minnehaha Falls Park line. The Motor Line then extended its Nicollet Avenue line from 37th Street, the end of double track, to 50th Street as a single track line. The company also built a second track from the junction to a little over halfway to Lake

Title Photo: Sumpter Valley #13 (ex-Minneapolis, Lyndale & Minnetonka) taken at Baker City, Oregon between 1906 and 1915. Photo, collection of Mallory Hope Ferrell.

LYNDALE RY ~ 1878
 MINNEAPOLIS, LYNDALE & LAKE CALHOUN ~ 1879
 MINNEAPOLIS, LYNDALE &
 MINNETONKA ~ FEB. 1881
 MINNEAPOLIS STREET RY ~ APR. 1887



MINNEAPOLIS, LYNDALE & LAKE CALHOUN
 #1 & 2, BALDWIN #4638 & 4641
 10" x 12" CYLINDERS, 37" DRIVE WHEELS
 BUILT MAY 1879



THE MINNEAPOLIS MOTOR LINE ROSTER

Type	Baldwin #	Date	Co #	Cylinders	Drivers	Remarks
0-4-2	4638	1879	1	10" x 12"	37"	
0-4-2	4641	1879	2	10" x 12"	37"	
2-6-0	5694	1881	12	13" x 18"	41"	Originally "Robert S. Innes" became Sumpter Valley #3 about 1893, renumbered #13. Scrapped in 1915.
2-6-0	5695	1881	13	13" x 18"	41"	Originally "Dr. W. B. Hawkes" sold to the Soo Line in 1891. Rebuilt to 4'8½" gauge became their #322, class Z.
0-4-2	6230	1882	3	11" x 16"	41"	
0-4-2	6231	1882	4	11" x 16"	41"	
0-4-2	7606	1885	5	11" x 16"	42"	
0-4-2	7607	1885	6	11" x 16"	42"	
0-4-2	8127	1886	7			Originally built as soda motors, rebuilt into steam motors after only four months.
0-4-2	8144	1886	8			
0-4-2	8152	1886	9			
0-4-2	8159	1886	10			
0-4-2	8320	1887	11	11" x 16"	42"	
0-4-2	8321	1887	12	11" x 16"	42"	

Notes

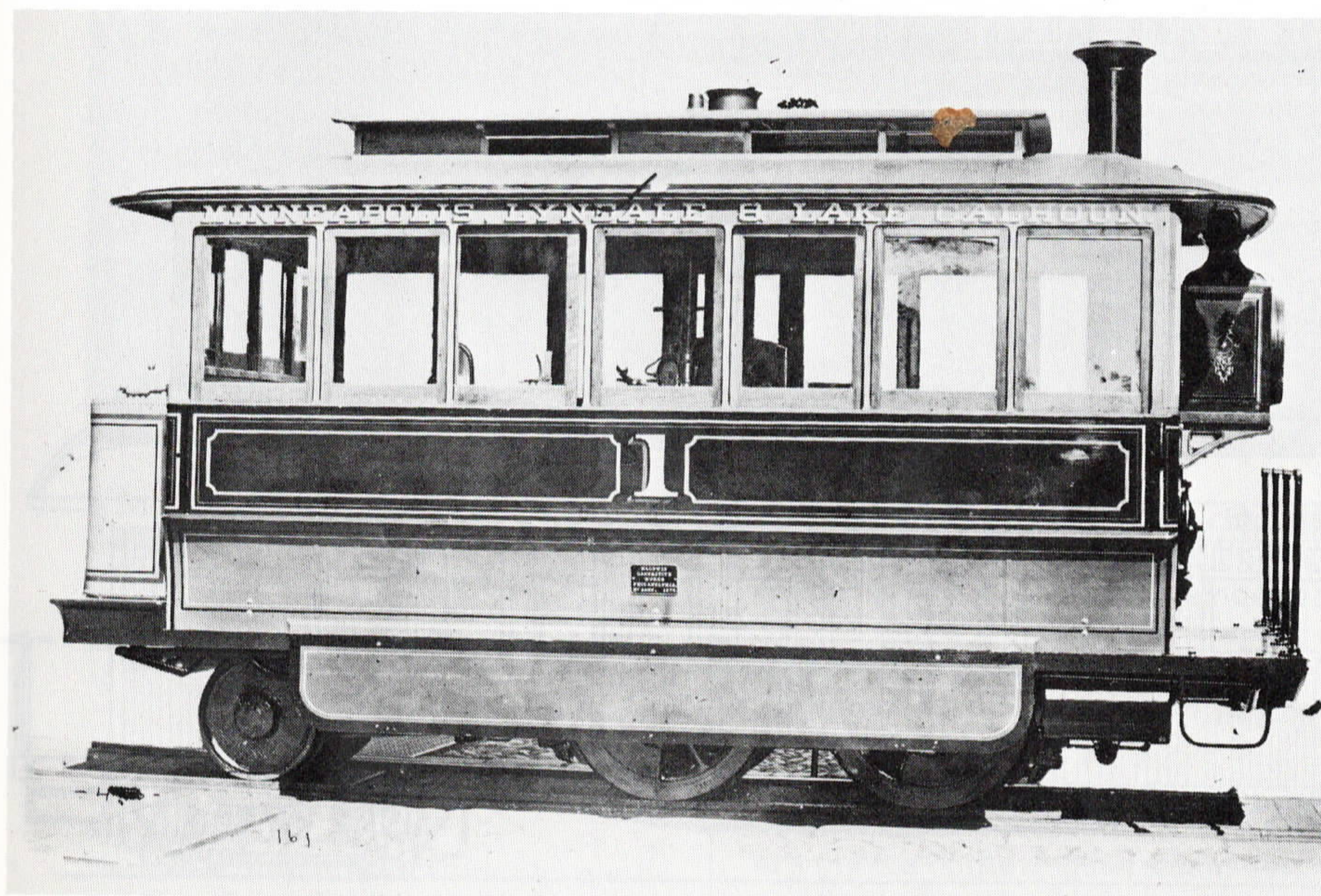
One steam motor and four trailers were sold to the Madison Motor Line in Madison, South Dakota.

One steam motor and four closed passenger cars were sold to the North St. Paul Railroad, St. Paul, Minnesota.

Fourteen open trailers were rebuilt into open electric motor cars for the Minneapolis Street Railway in 1892. Their numbers were 555 to 568 inclusive. They were disposed of before 1905.

EQUIPMENT COLORS

Steam motors	black with gold striping and numbers, however photos show upper and lower panels to be lighter.
Trailers	bright yellow with a darker trim.
Dispatch car	all blue with word "Dispatch" and "#1" in gold.
Freight cars	colors not known at this time.



Baldwin #4638 built in 1879 with 37-inch drivers.
Photo, collection of H. L. Broadbelt.

INVENTORY LISTS

1887

- 1 locomotive ---*
- 12 steam motors
- 38 passenger cars
- 10 flat cars
- 2 box cars
- 9 dump cars

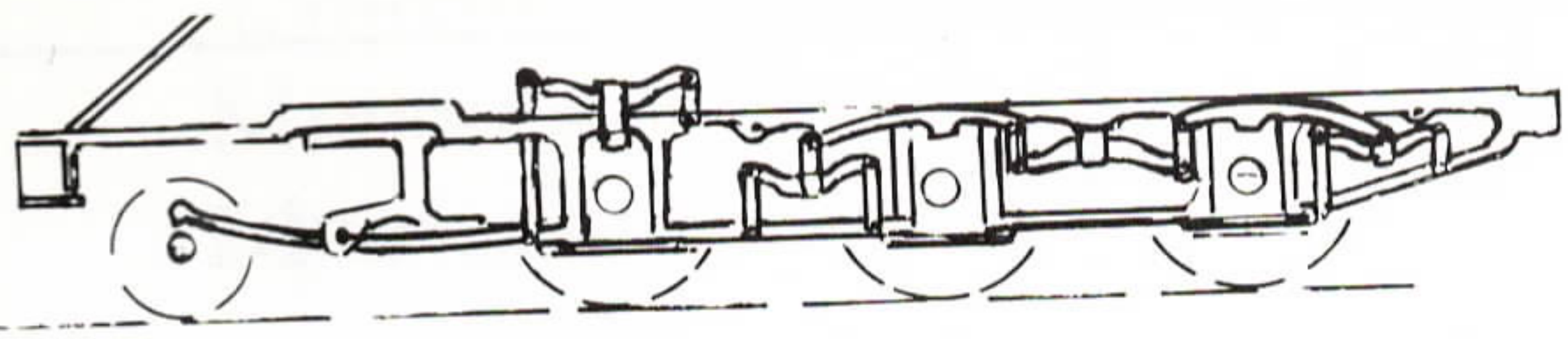
1890

- 2 locomotives
- 13 steam motors --*
- 56 passenger cars
- 9 freight cars

1891 (for sale)

- 2 locomotives
- 12 steam motors
- 21 closed passenger cars
26 to 40 feet long
- 38 open passenger cars
34 feet long
- 8 flat cars 30 feet long
- 1 dispatch car 24 feet
- 1 caboose 24 feet long

*Appears to be in error.



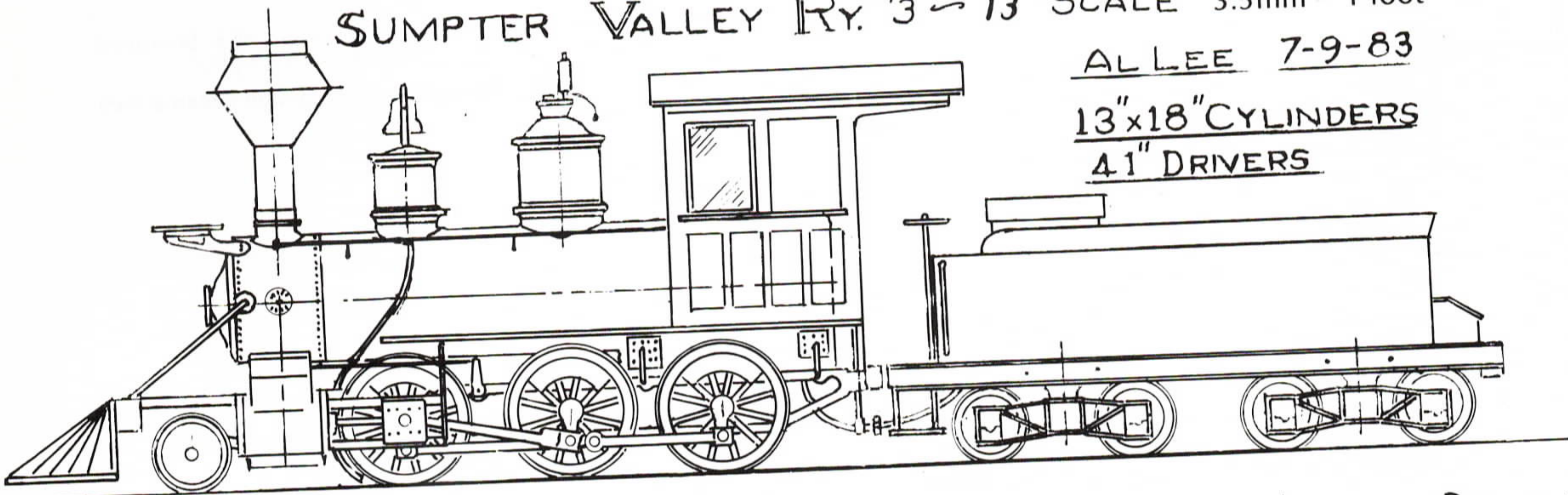
ORIGINAL BALDWIN
CAB ROOF & WINDOWS

0 5 10
SCALE 3.5mm = 1 foot

SUMPTER VALLEY RY. #3 → #13

AL LEE 7-9-83

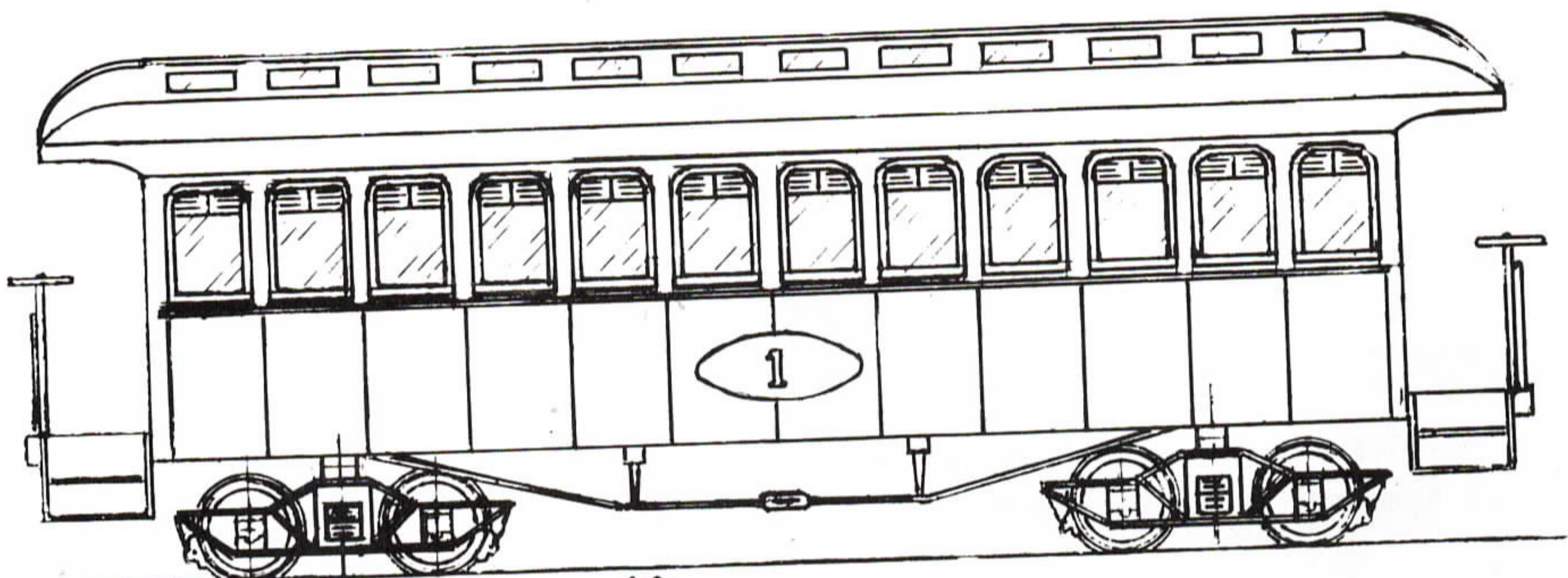
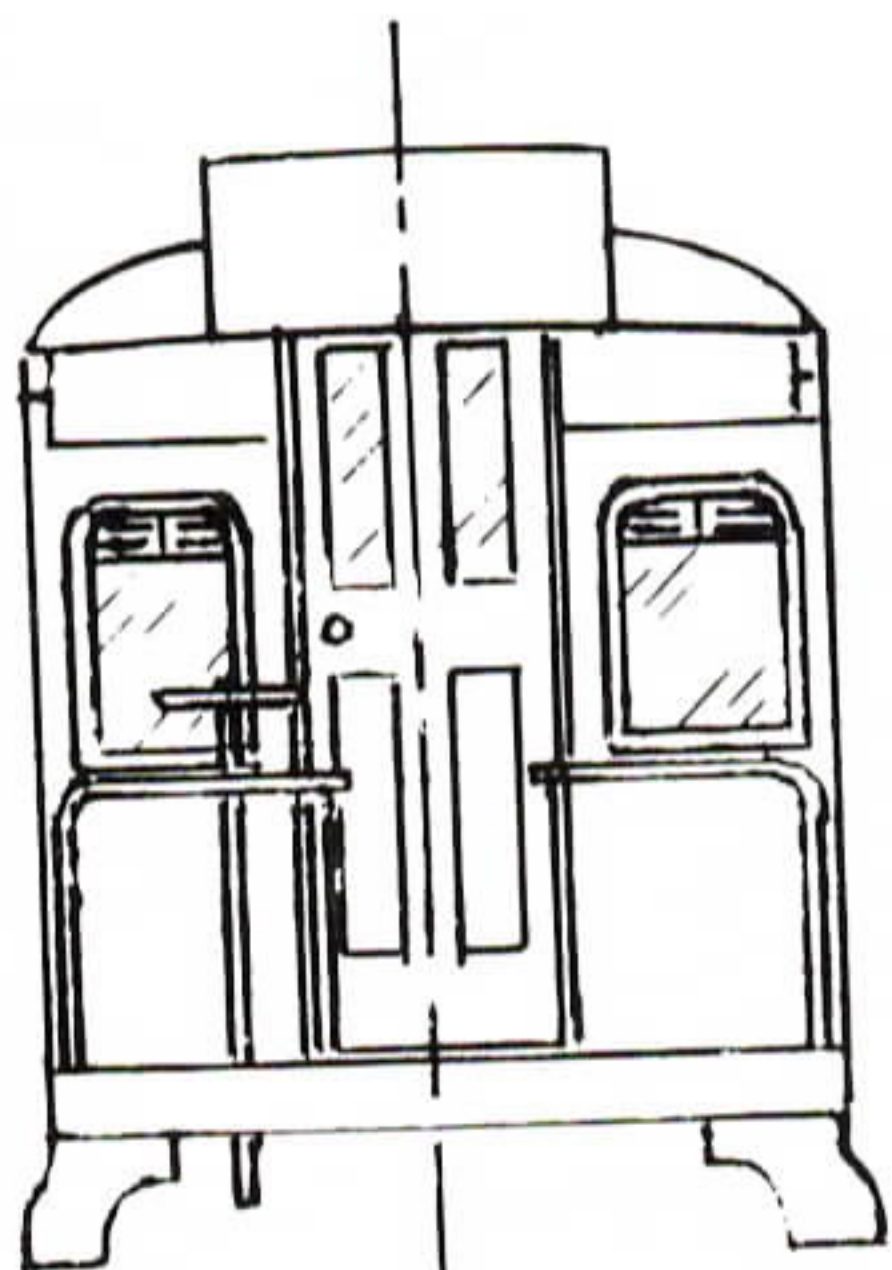
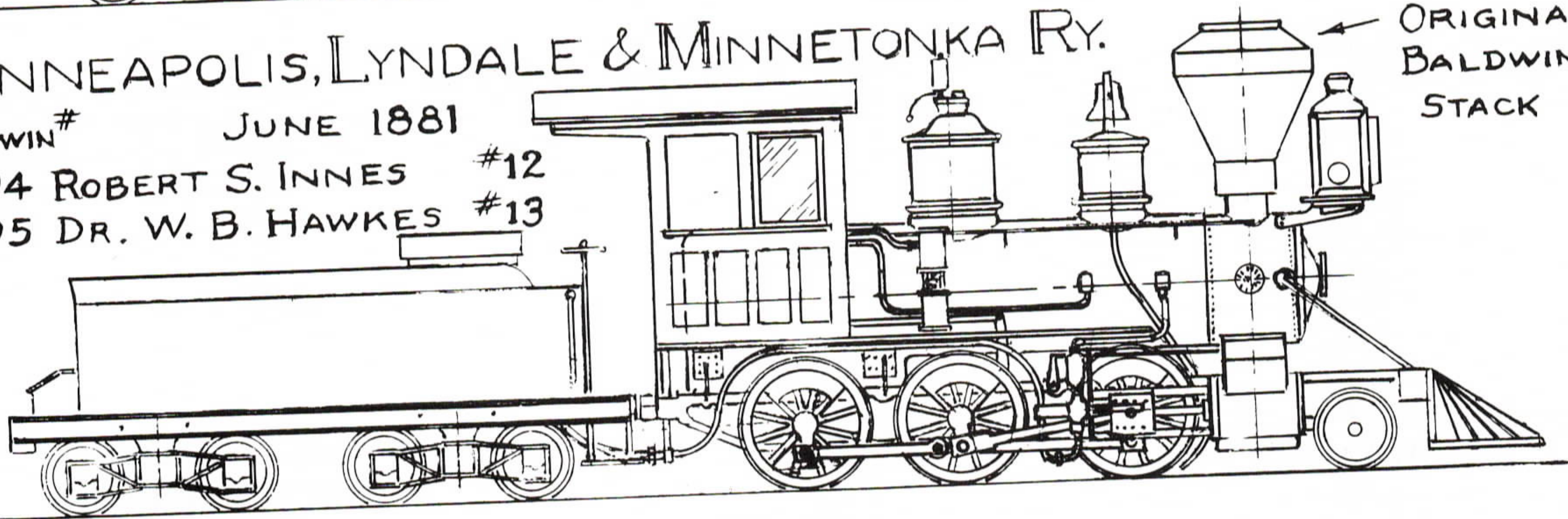
13"x18" CYLINDERS
41" DRIVERS



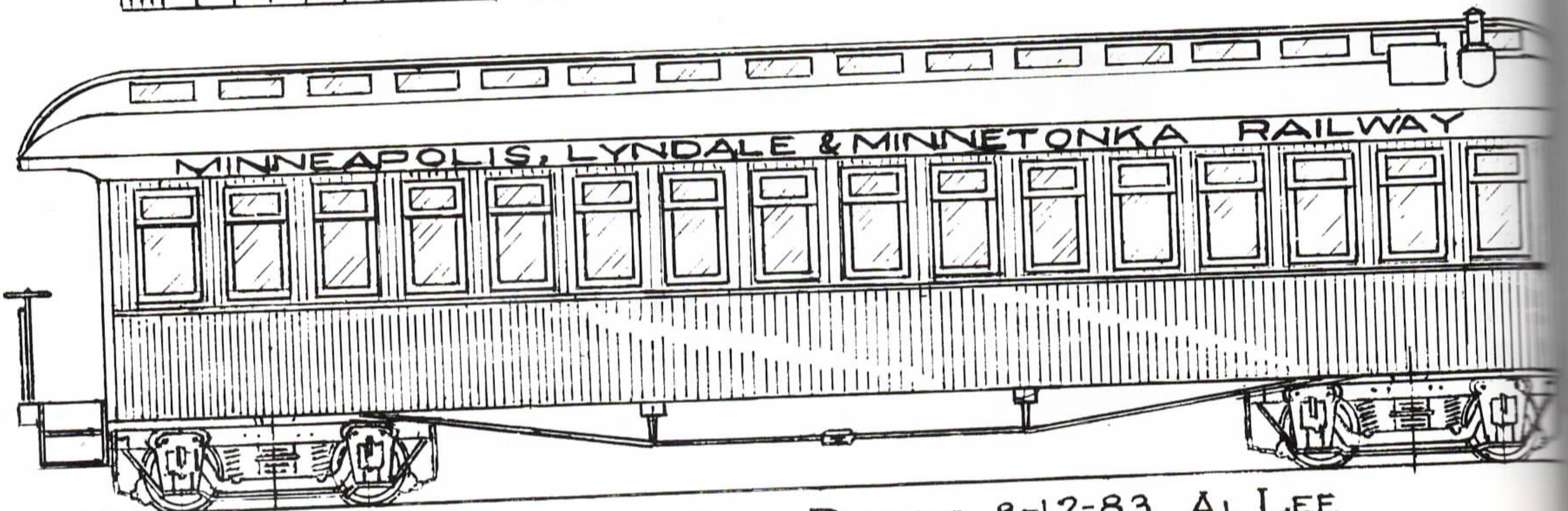
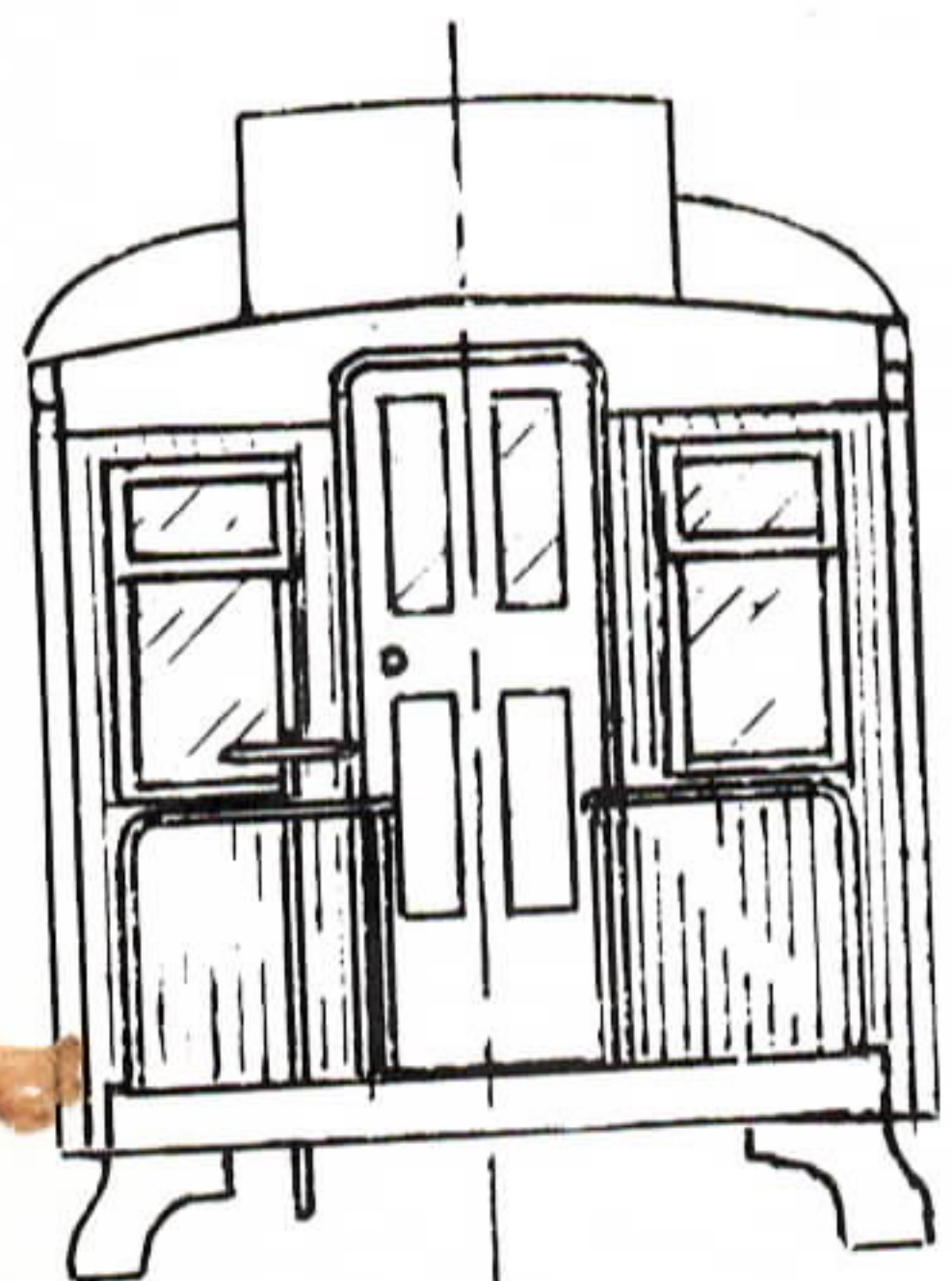
MINNEAPOLIS, LYNDAL & MINNETONKA RY.

BALDWIN # JUNE 1881
5694 ROBERT S. INNES #12
5695 DR. W. B. HAWKES #13

ORIGINAL
BALDWIN
STACK

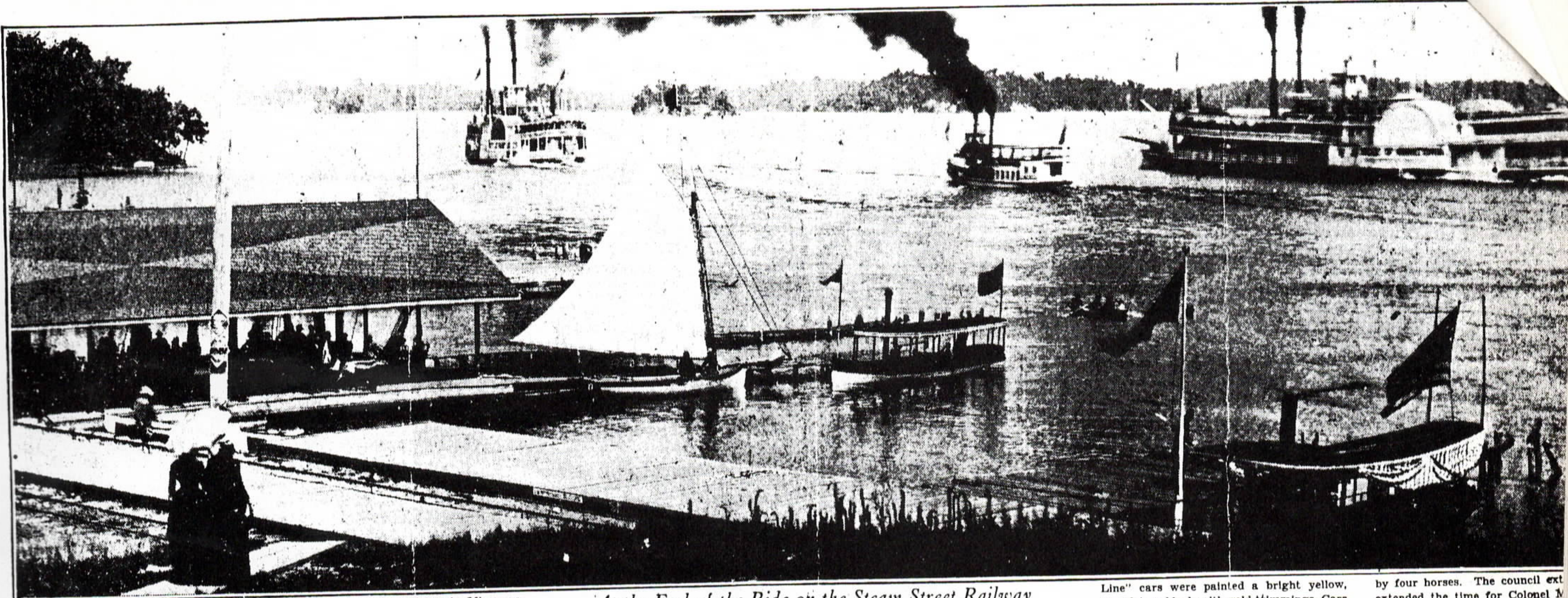


0 5 10
3.5mm = 1 foot



DRAWN FROM PHOTOS 8-12-83 AL LEE

Steam Trains on Nicollet Ave



How long have you lived in Minneapolis? How far back can you remember? If you are 50 or more years old and have lived all your life here then you will remember the famous "Motor Line." If you never heard of the "Motor Line" then you surely are a newcomer.

It may seem unheard of to you that as late as Aug. 19, 1890, steam trains operated on the downtown streets of Minneapolis. Yet the "Motor Line" played a really important part in the early development of the Eighth, Twelfth and Thirteenth wards, in fact the whole area bounded by Fourth Street S., on the east, Twenty-sixth Street S., on the west, and Lake Calhoun on the west.

There was great rejoicing in Minneapolis one summer day in 1879 when the first motor train tooted its way out First Avenue S. and Nicollet to Lake Calhoun. It was really a railroad being built and opened for traffic on a shoestring. Colonel McCrory had no financial structure back of his enterprise and from its inception the road was usually just one lap ahead of the sheriff. The narrow single track was of the ordinary exposed construction of light "T" iron rails weighing 35 pounds to the yard. The joints were uneven and the rails were held together with old-fashioned "fish plates." The first equipment was primitive. It consisted of a locomotive and two passenger cars.

At the End of the Ride on the Steam Street Railway

Fifty Years Ago "The Motor Line" Was Puffing Up and Down Our Business Streets — It Was the Great Builder of the Eighth, Twelfth and Thirteenth Wards of Today

By Arthur W. Warnock

"Line" cars were painted a bright yellow, the Motors black with gold trimmings. Cars were coupled together, and to the Motors, with old-fashioned link pin couplers.

There was one Express or package freight car on the road. It was painted a sky blue and on each side, in large golden letters was the one word "Despatch." This solitary package freight car was operated between Nicollet Avenue and Twenty-ninth Street, where the line had a connection with the Milwaukee Road, and Excelsior. But the lonely little car did little, if any, business.

Colonel McCrory now thought the time was ripe to put an excursion boat on Lake Minnetonka to take care of his Motor Line.

by four horses. The council extended the time for Colonel McCrory to stop his steam trains but still to be motored. Poor Colonel, what could he do? What other power was there? What had been extended out Nicollet seventh street and thence to Falls in 1885 and also out Nicollet burn park at Fifth street. had been moved from Lake Thirty-first street and Nicollet. new passenger cars were brought east and put in service and to three of these long cars in a train along First Avenue S. or Nicollet see the last word in passenger cars. The average



A Minneapolis, Lyndale & Lake Calhoun Railway steam motor with train, north-bound nearing 31st Street, Minneapolis, Minnesota, in 1879. Photo, collection of the Minnesota Historical Society.

Calhoun. Also in 1887, the city council passed an ordinance prohibiting steam within the city limits as of November, 1889. This sounded the death knell for the little motor line. The last steam motor ran from 1st Street to the 31st Street junction in August of 1890.

Information on this line is very scarce. The Broadbelt collection has several builder's photos of the original steam dummies and the soda motor. However, there are no photos of the Moguls. I contacted Mallory Hope Ferrell and he provided a Baldwin

erecting card for their locomotive #5694 plus a photo of it in use much later as #13 on the Sumpter Valley line. This information allowed me to make the drawing of this locomotive. Since there were no data available for the tender I used a D&RGW class 42 and 42½ tender as being representative of Baldwin 1881-1883 tenders.

I am looking for photos of the "Dispatch" car, the caboose, and the Mogul in service in Minneapolis. If anyone out there has information you may contact me in care of the **GAZETTE**.

Top photo:
The end of the line at Excelsior. This photo was taken from the October 4, 1931 editorial section of the *Minneapolis Journal*. Photo, collection of Albin Lee.

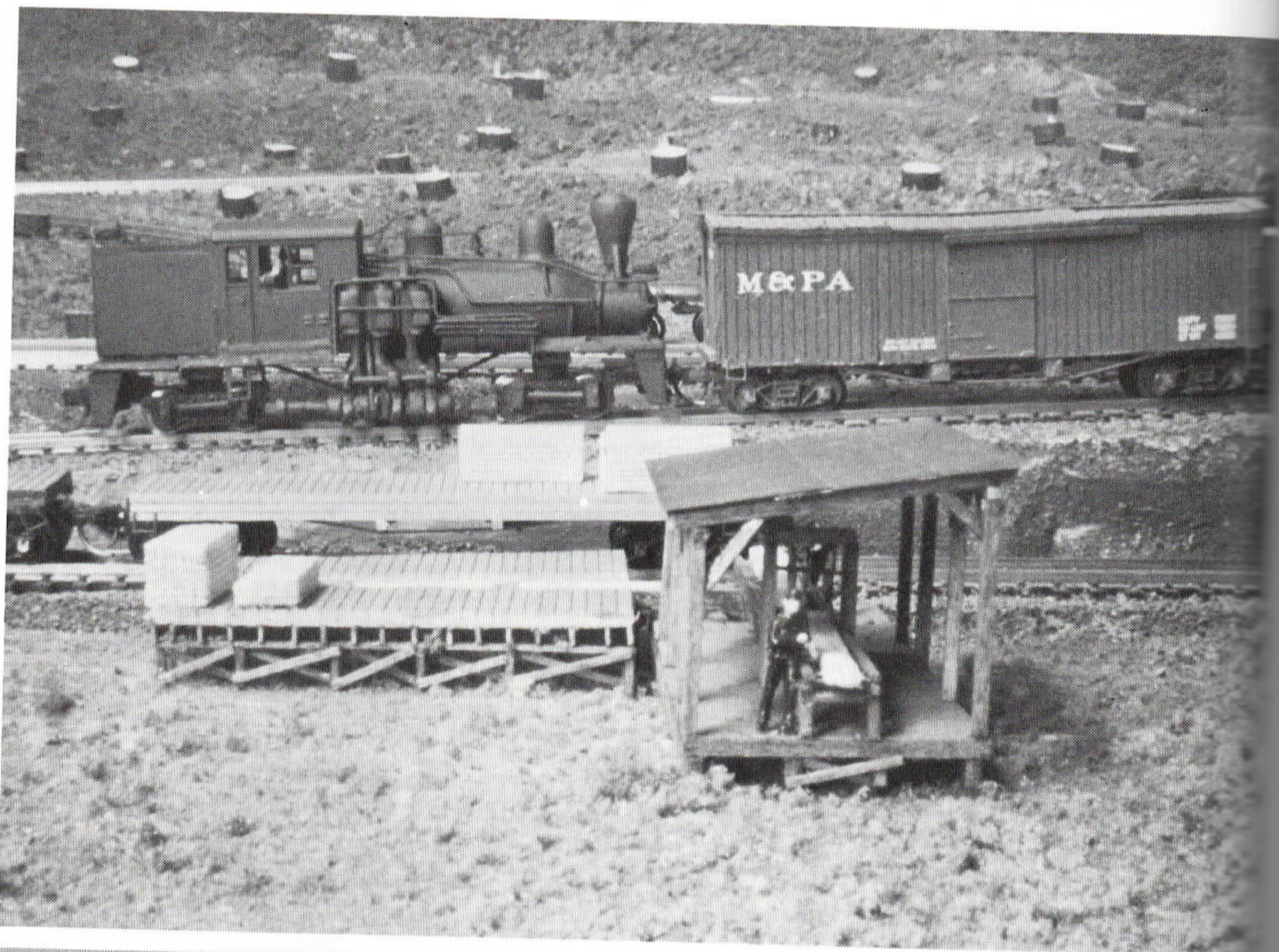
THE N GAUGE SHAYS

by Bob Brown
Photos by Wilbur Epperly

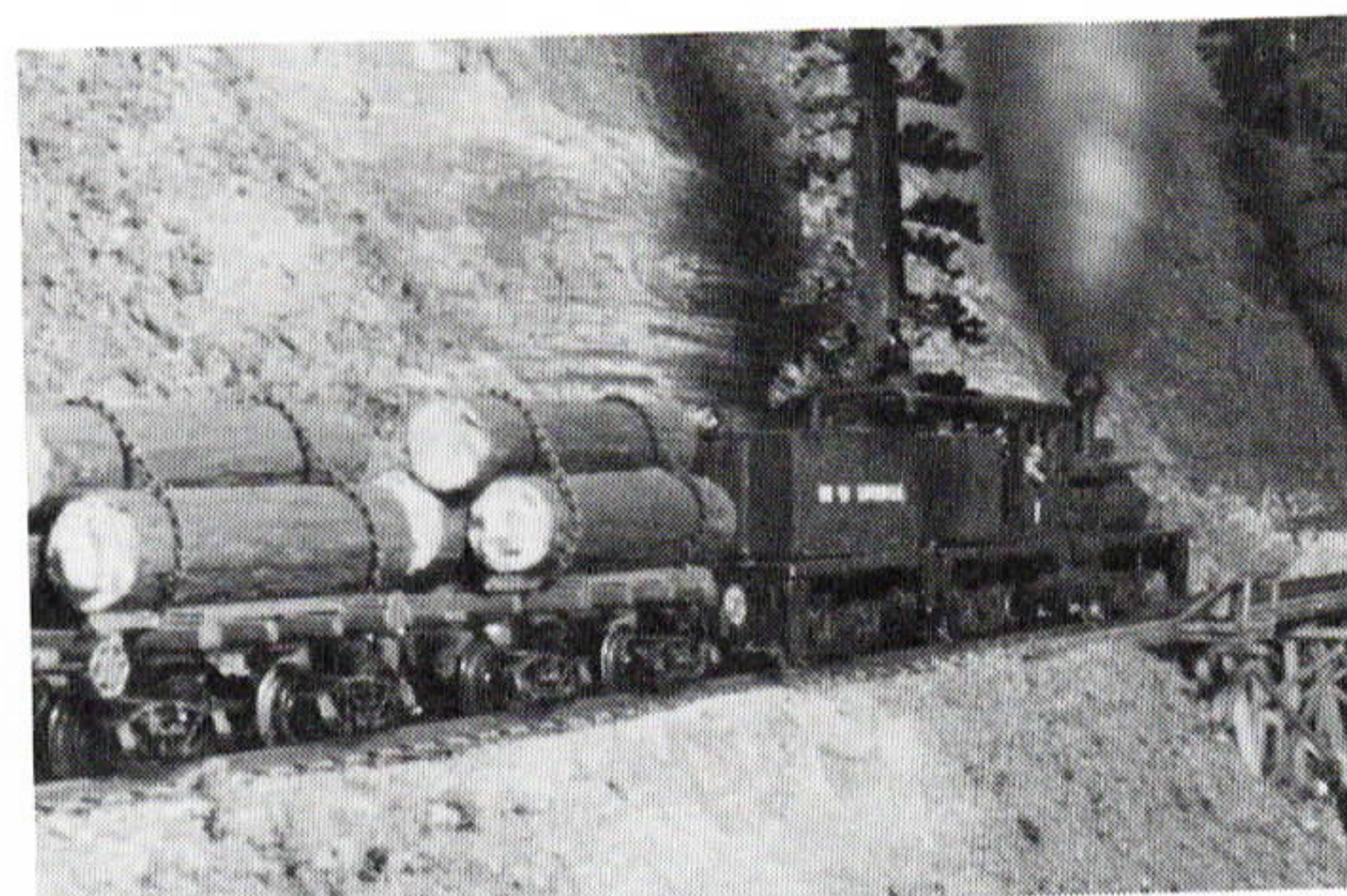
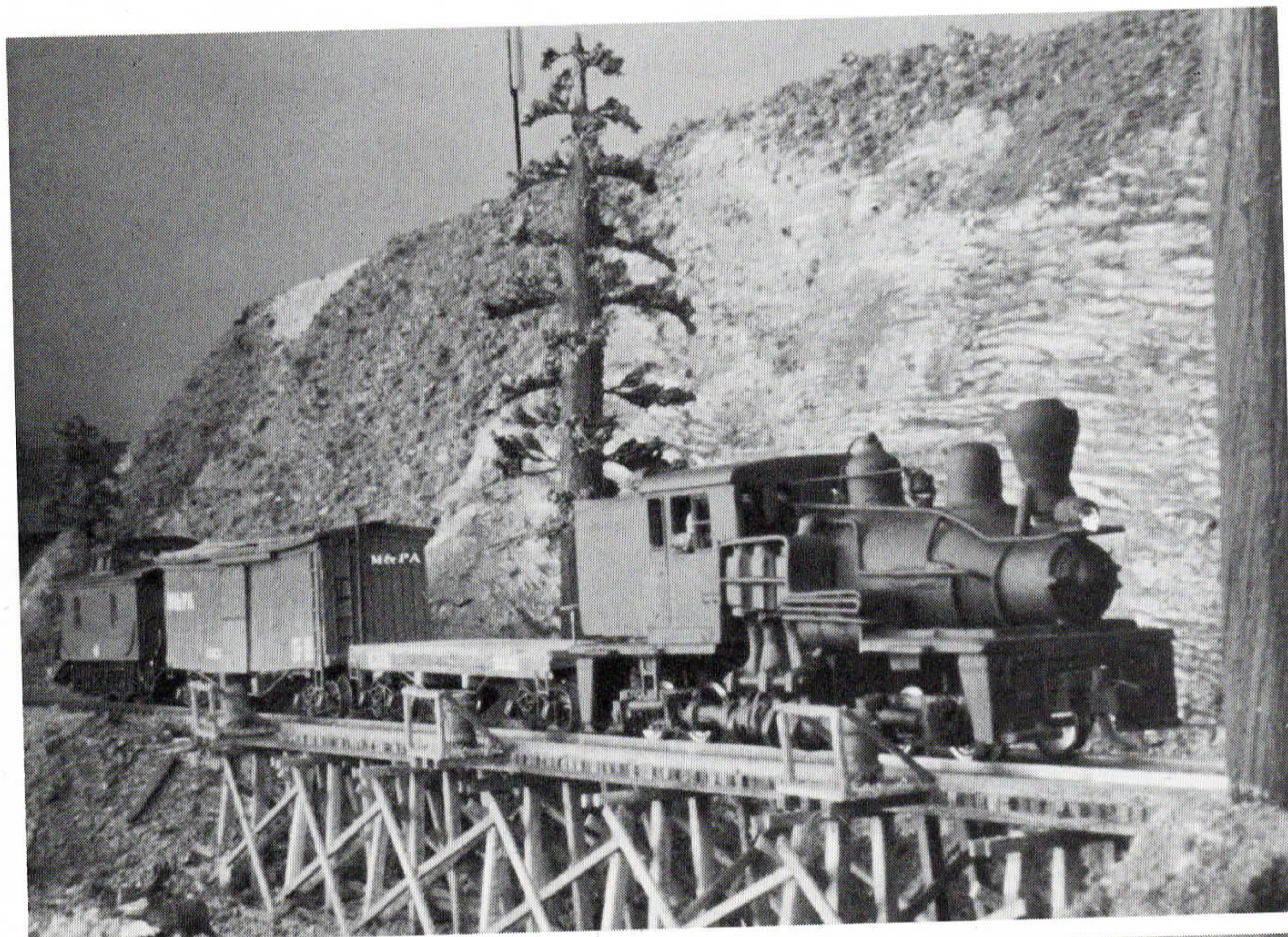
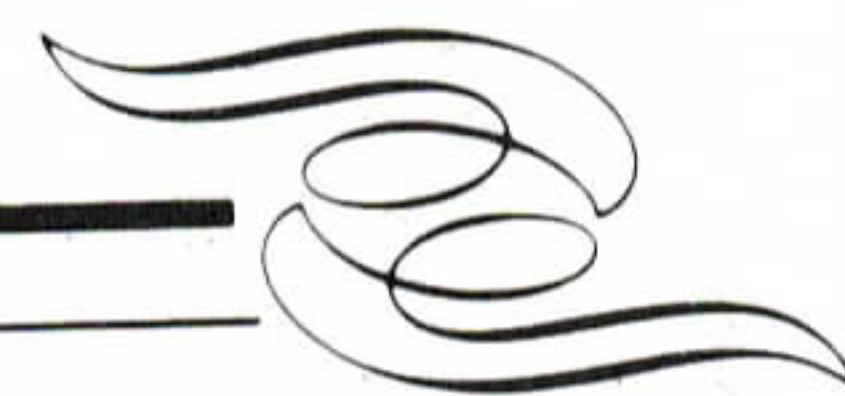
Wilbur Epperly sent in these photos of his excellent little scratch-built N gauge Shays. Wilbur builds in brass and uses 30-30 brass cartridges and more recently, 264 Winchester magnum shell casings for his boilers. The steam and sand domes, and the stack and cylinders are brass lost-wax castings made by Wilbur. The Shays are powered by a motorized caboose; an Arnold Rapido wood caboose fitted over a diesel power truck. The photos show Wilbur's Shays in a variety of poses on his N gauge layout.

An N gauge Shay pushing a box car past a small sawmill.

A three-truck N gauge Shay crossing a low trestle.



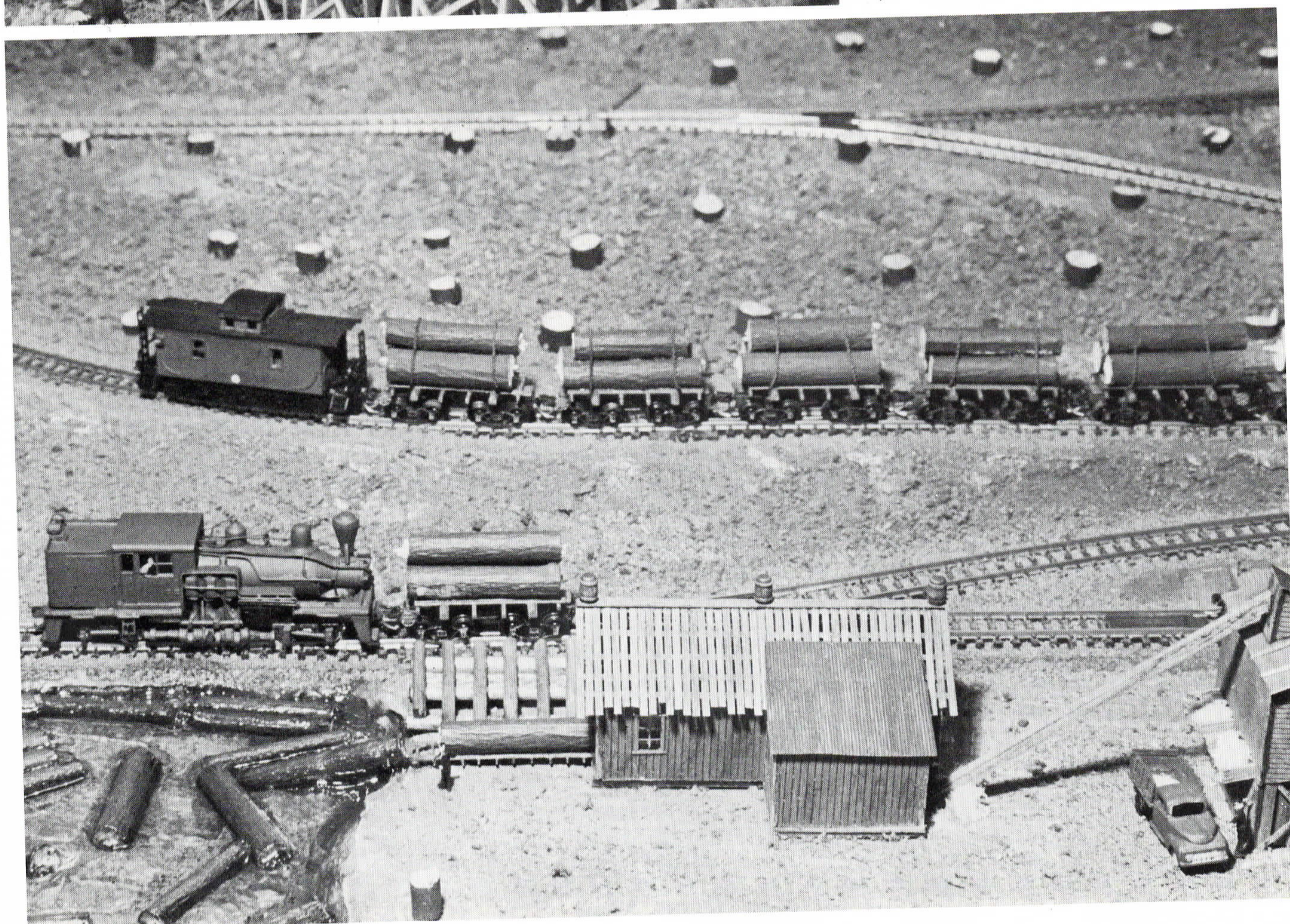
WILBUR EPPERLY, JR.

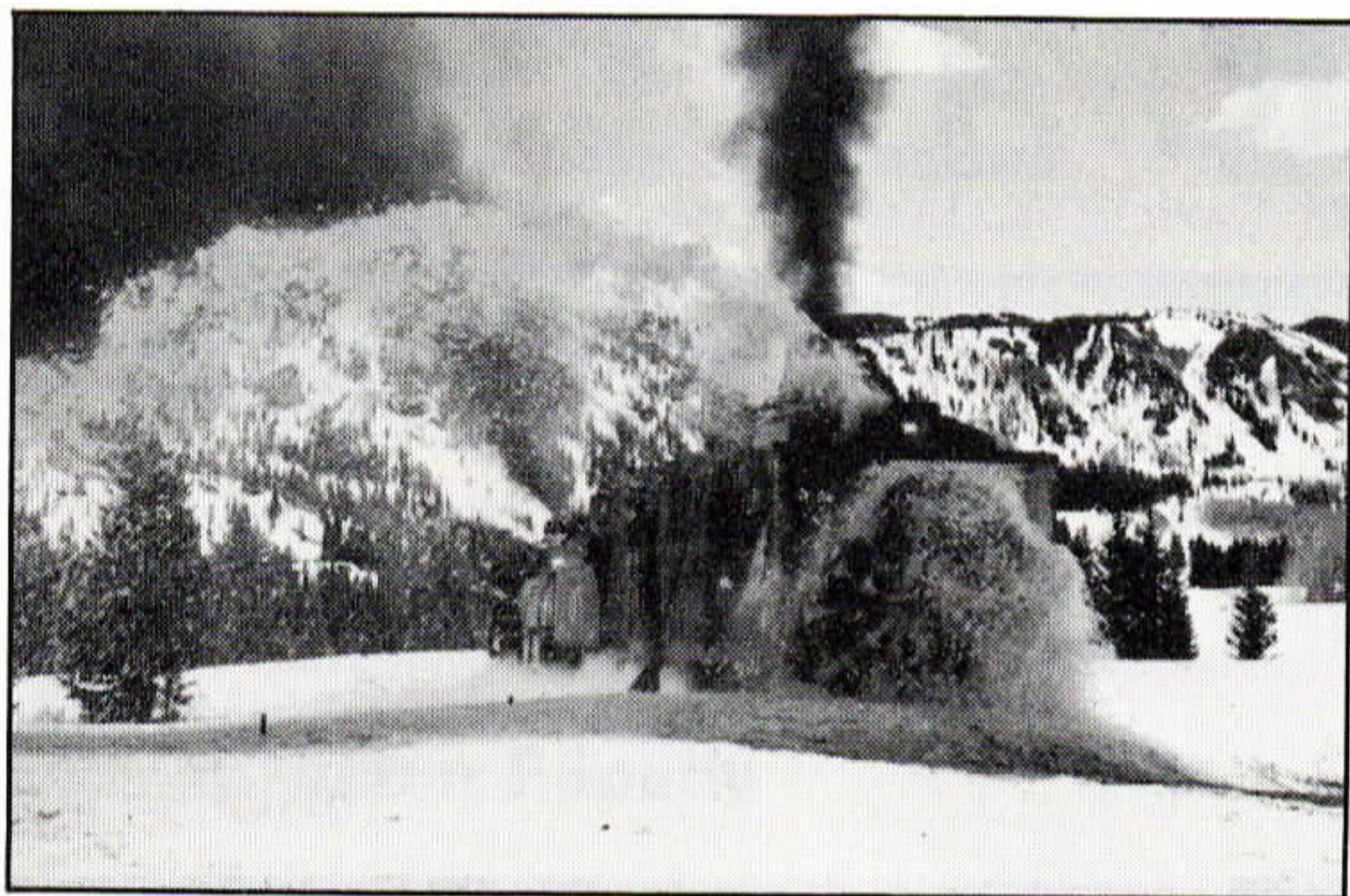


Battling up-grade into the woods on Wilbur's N gauge logging line.

This short N gauge freight is powered not by its engine, but by a caboose which contains a diesel power truck.

A powered caboose usually used to power an N gauge Shay is pushing a string of log cars all by itself.





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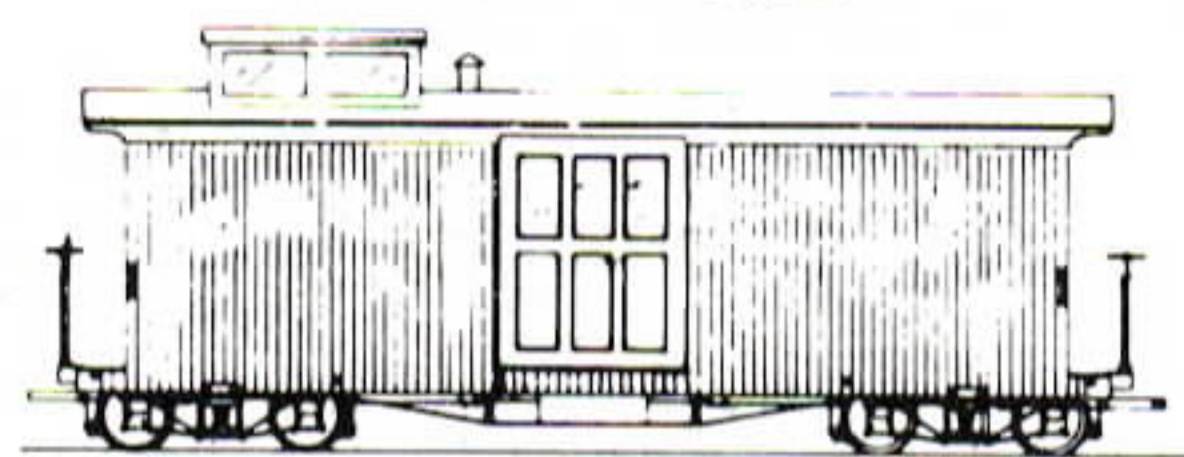
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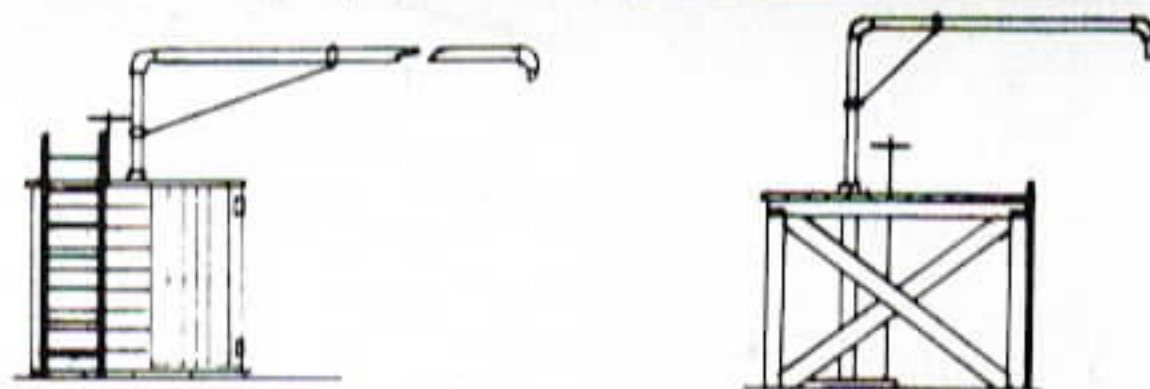
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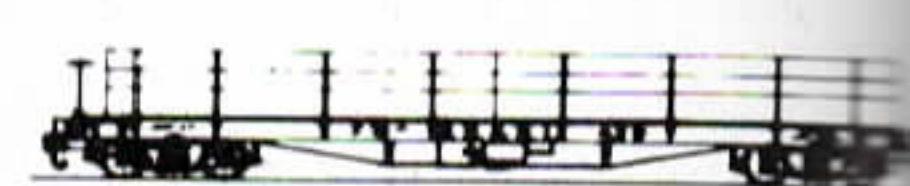
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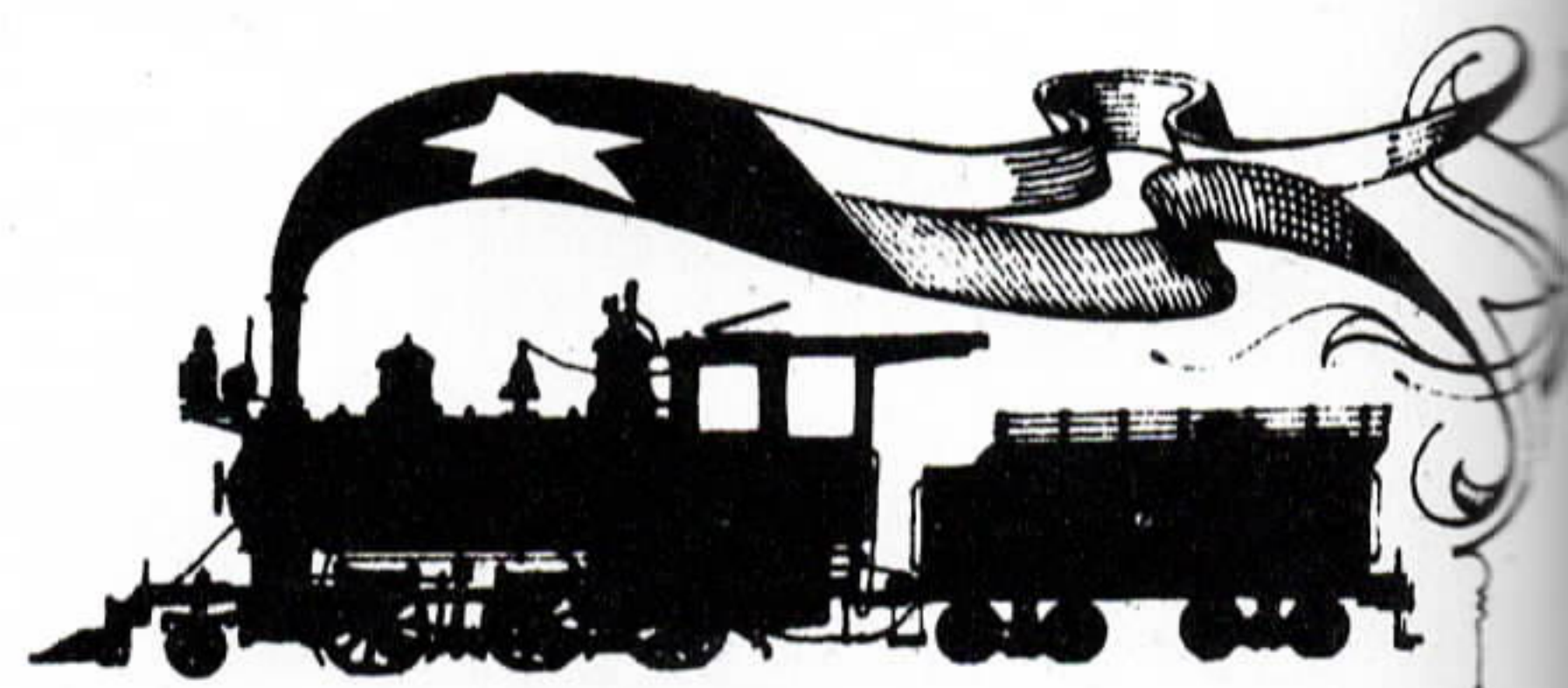
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***** SCRATCH-BUILDING AN ***** EAST TENNESSEE & WESTERN NORTH CAROLIN HOPPER CAR *****

by Julian Cavalier
Model photos by the author

This is the second of four articles describing how to scratch-build an ET&WNC freight train. Detailed plans for the four cars discussed in this series appeared in the July 1981 MODEL RAILROADER. My drawings are working plans which will allow you to build the cars but you may want to refer to the MR plans for details. I have dimensioned the plans in feet and inches so they can be used in any scale and gauge.

I began my hopper car by making the underframe (figs 1, 2, 3, and 4) from 4½ x 9 inch scale strips of basswood. First, I cut the 27-foot long side sills and the 7-foot long end sills. I glued these parts together and pinned them for added strength. Two 4½ x 9 inch strips were cemented together for the center sill and cemented in position between the end sills as shown in figs 1, 3 and 4. Four cross frame strips (fig. 1) were cut from the sill material and glued in place between the side sills and the center sill.

Next I framed the opening of the center hopper. Four 10-foot 4-inch long pieces were installed between the end sills and the hopper frame at each end of the car. The short cross braces were added as shown in the drawings.

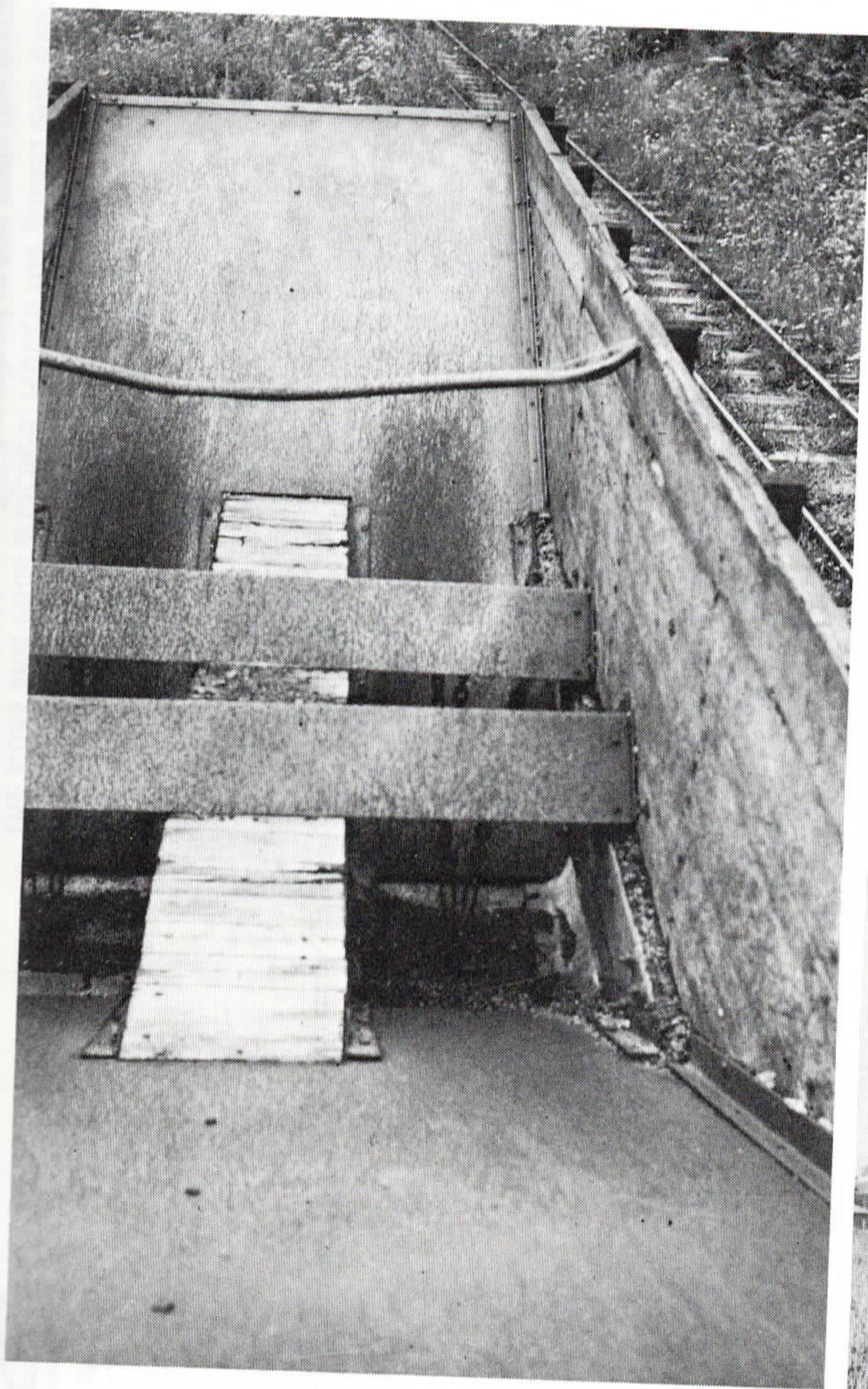
Fig. 5 shows the shape of the body bolster and figs. 6 and 7, the shape of the end buffers and the coupler pocket side boards. I made the two buffer end plates as shown in fig. 10 out of styrene and glued them in place. Two #58 holes were drilled in each plate to allow me to add Grandt Line #1082 NBW castings.

Next I turned the frame over and started working on the sides and ends as shown in figs 11, 12, 13, and 15. I began by cutting ten strips of scale basswood for the car sides, and distressing them. Then I assembled them into the sides, using five boards to a side. I joined them at the ends with cross braces (figs. 12 and 14), two per end,

Title photo: ET&WNC hoppers at work on the ET&WNC. Photo, collection of Ed Bond.



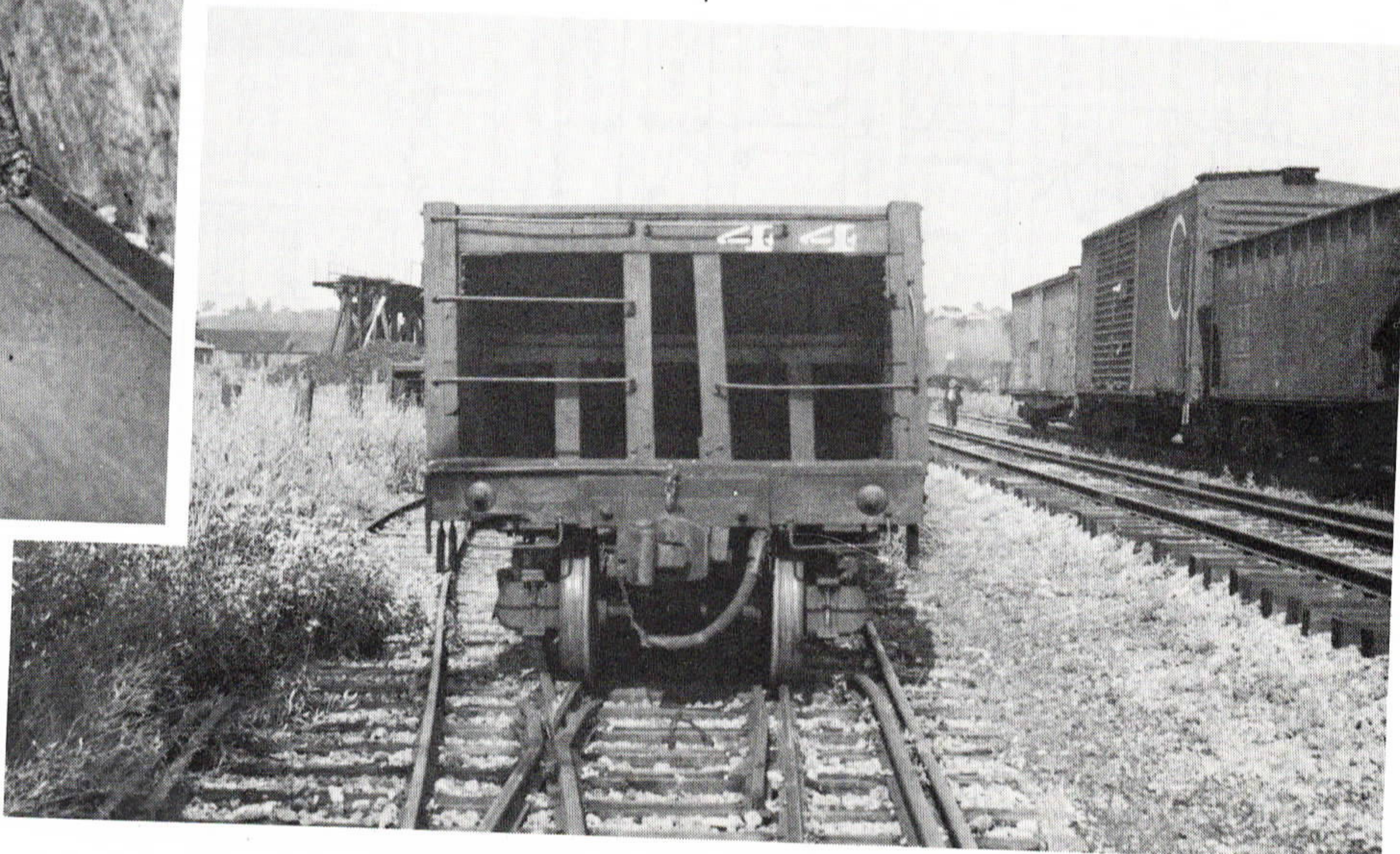
The stakes, side plates, and other details shown in this beautifully clear photo of a ET&WNC hopper car. *Photo, collection of Ed Bond.*



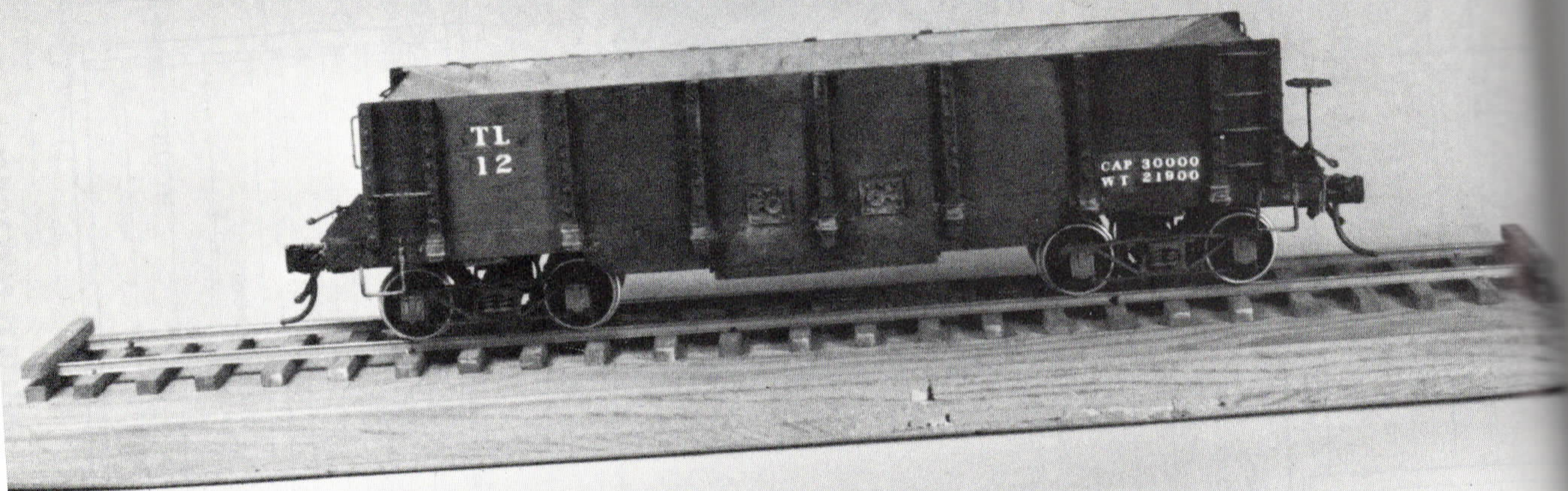
This end view of an ET&WNC hopper shows the interior bracing, long hand grabs, end buffers and NBW detail. *Photo, collection of Ed Bond.*

supported by the closely spaced vertical braces shown. The paired cross braces were cemented to the vertical braces and, when dry, cemented to the sides (fig. 14). Note that the cross braces are set in about four scale inches from the end and down about three scale inches from the top of the sides. I test-fit the body on the frame making sure all was square. Note that on each end, one of the vertical braces rests on the center sill and the other needs a little filler strip as a resting point.

When everything fit, I cemented the ends and sides to the underframe. I could not determine whether the prototype cars had floor boards under the sloping body of the car at each end so I left these floor boards off my model. I could also find no brake cylinders or brake detail other than the hand brake wheel and shaft. The



The inside detail of an ET&WNC hopper. Note the boards covering the center sill, the metal cross braces and the metal sheets covering the sloping floor. *Photo, collection of Ed Bond.*



The completed hopper car.

prototype did have two floor boards at the very end of the car (figs. 11, 12, and 13). When the sides and ends were thoroughly dried I beveled the tops of the paired cross braces with sandpaper so the sloping floor would fit better (fig 14). The sloping floor boards were cut to length as shown in figs 14, and 15 and glued to the cross board before I cemented the sloping floor in place. Two pieces of 3 x 6 inch by 15-inch wood were fitted between the vertical braces at each end of the car. Two pieces of .005 inch styrene about 20 inches long were glued vertically (fig. 12) behind the brake staff. Number 1009 NBW's were added at each end of these strips. Number 16 NBW's were added to the end sills.

Fig. 8 shows the detail of the hopper frame. I did not cement the hopper frame in place until I fitted a 6 foot 2 inch strip on the center of the center sill, using the hopper frame as a guide. A piece of .005 inch styrene formed the hopper box cover. I

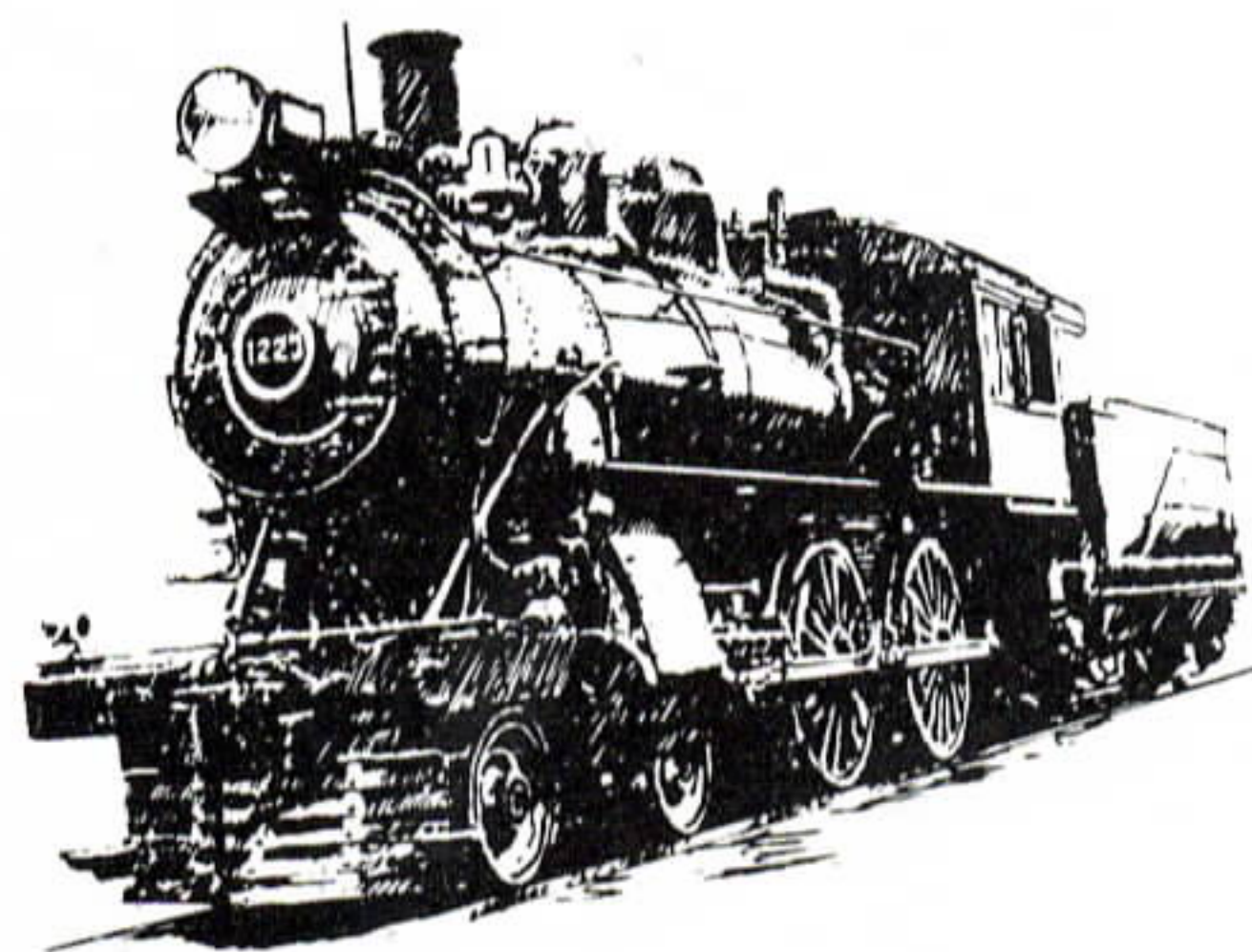
cemented it over the hopper frame brace on the bottom of the hopper where the hopper frame would go. The two hopper box ends were closed with 1 x 12 strips of .005 styrene. Cementing the hopper frame assembly on top of the hopper box gave the effect of having four hopper box doors.

I used Grandt Line #17 60-inch stakes in stake pocket castings, lined up along the side sill of the car. I trimmed the stakes flush with the top of the sides and then cut off the ends of the stakes which were sticking out of the bottom of the pockets except for the bottoms of the center stakes which extend down below the stake pockets in the prototype. The last stake on each end does not have a pocket and is used to attach one side of the grab irons. I used a cast #17 stake with the pocket cut off. The bottoms of these stakes were slightly beveled.

The grab irons are .016 wire for my O scale model. I added stirrup steps and other

details from a Grandt Line #3022 brakes for my brake detail. There is a mounting plate in the brake set that can be cut in half and used for the plates on the sides of the car. I added NBW details to the plates and glued on a ratchet and pawl to complete the plate detail. Two of these plates were glued to each side of the car as shown in the photos. My coupler lift bar is held up by medium sized Grandt Line #1108 eye bolts and I used a Grandt Line brake wheel. I added the coupler draft gear box and couplers, next followed by the air hose and Grandt Line #3077 archbar truck to complete the model.

Most of the ET&WNC hoppers were painted black with white lettering and numbers. I painted my car with Floquil Instant Weathering followed by Flat Black and touched up the metal parts with Rust. The couplers on the prototype were set to standard gauge height so you may want to alter your coupler height.



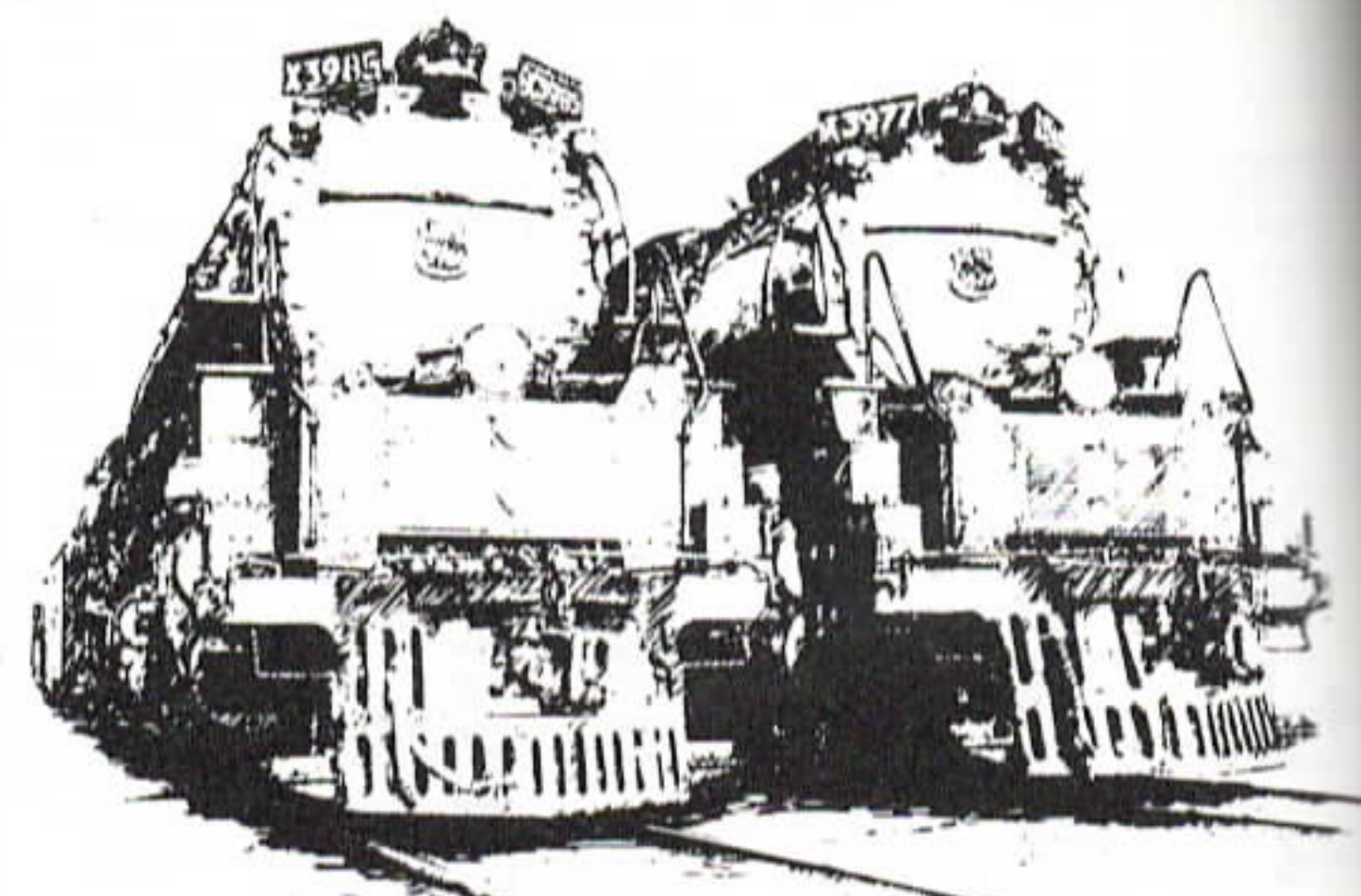
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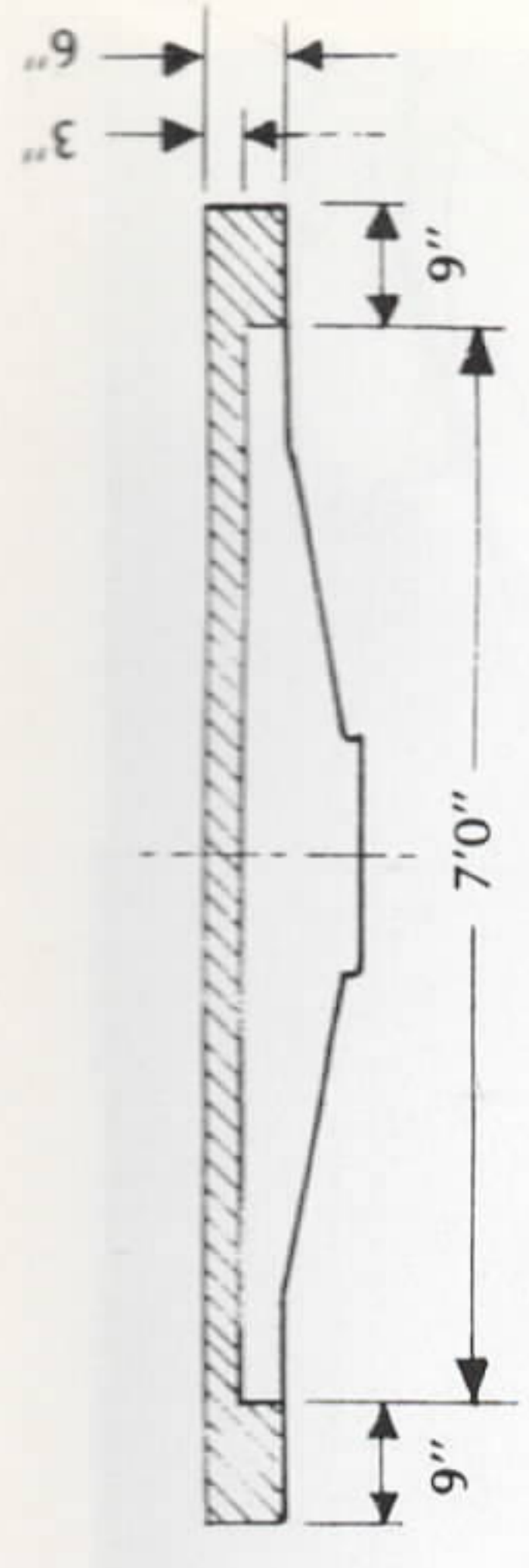


FIGURE 5. BOLSTER REVISION DETAIL

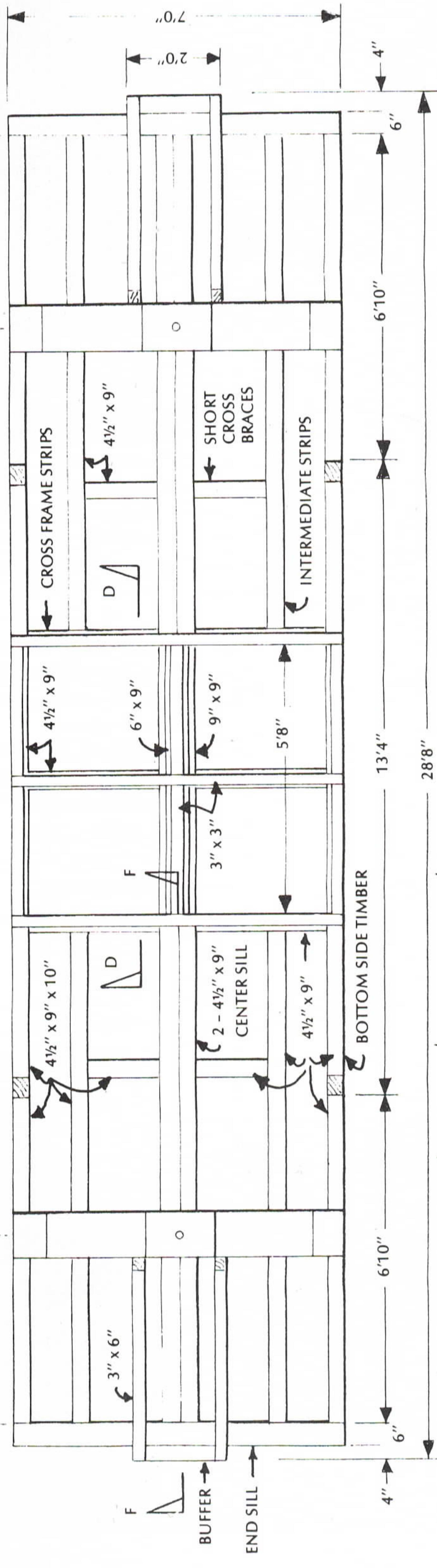
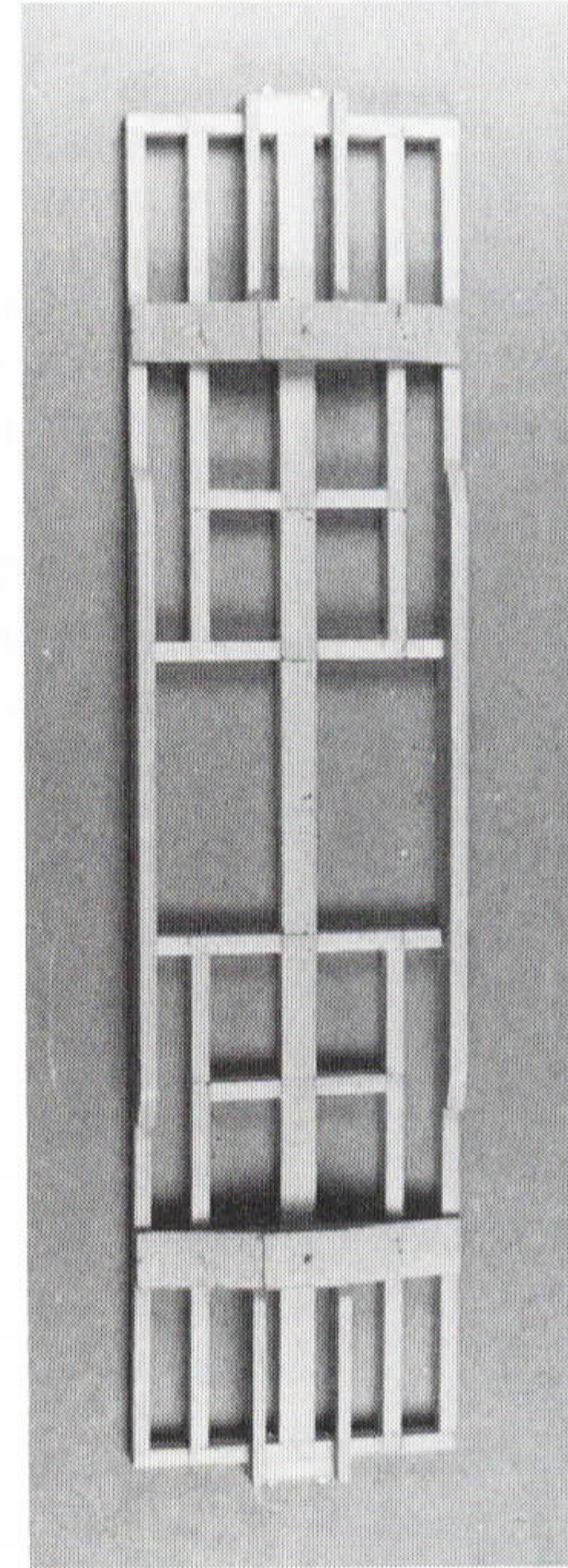


FIGURE 1. FRAME BOTTOM PLAN



The hopper car frame ready for the sides and ends to be attached.

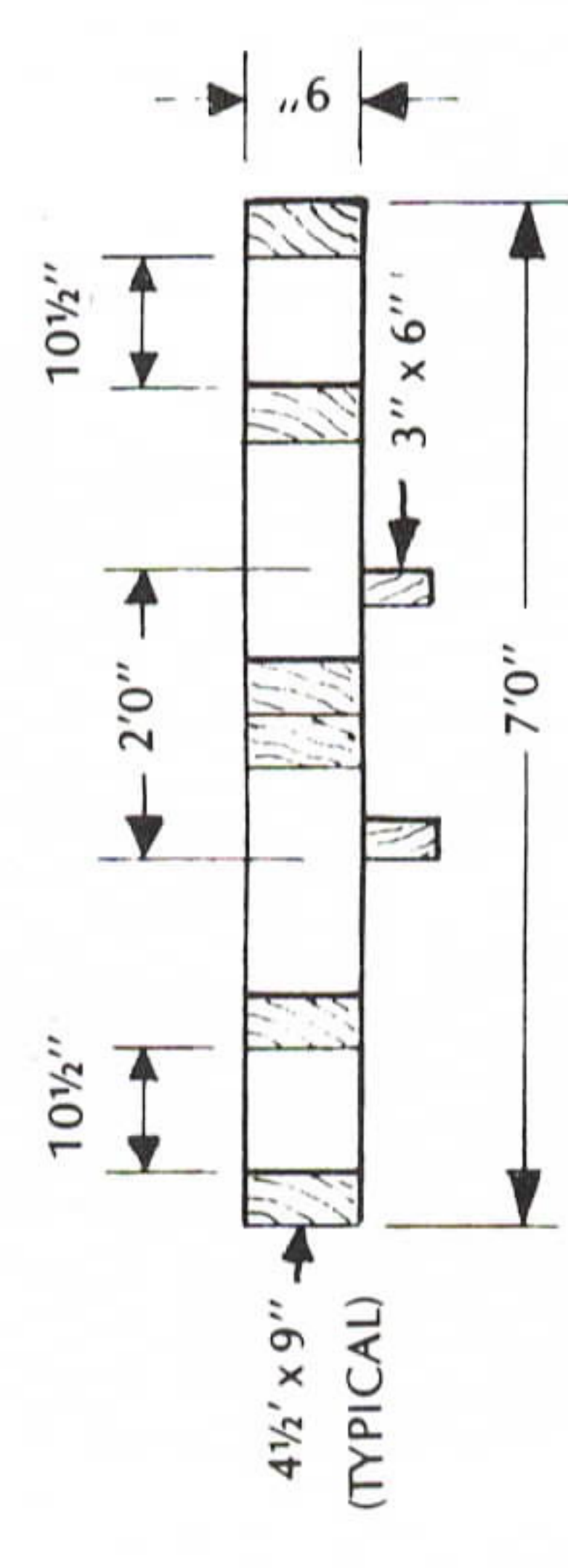


FIGURE 2. SECTION A-A

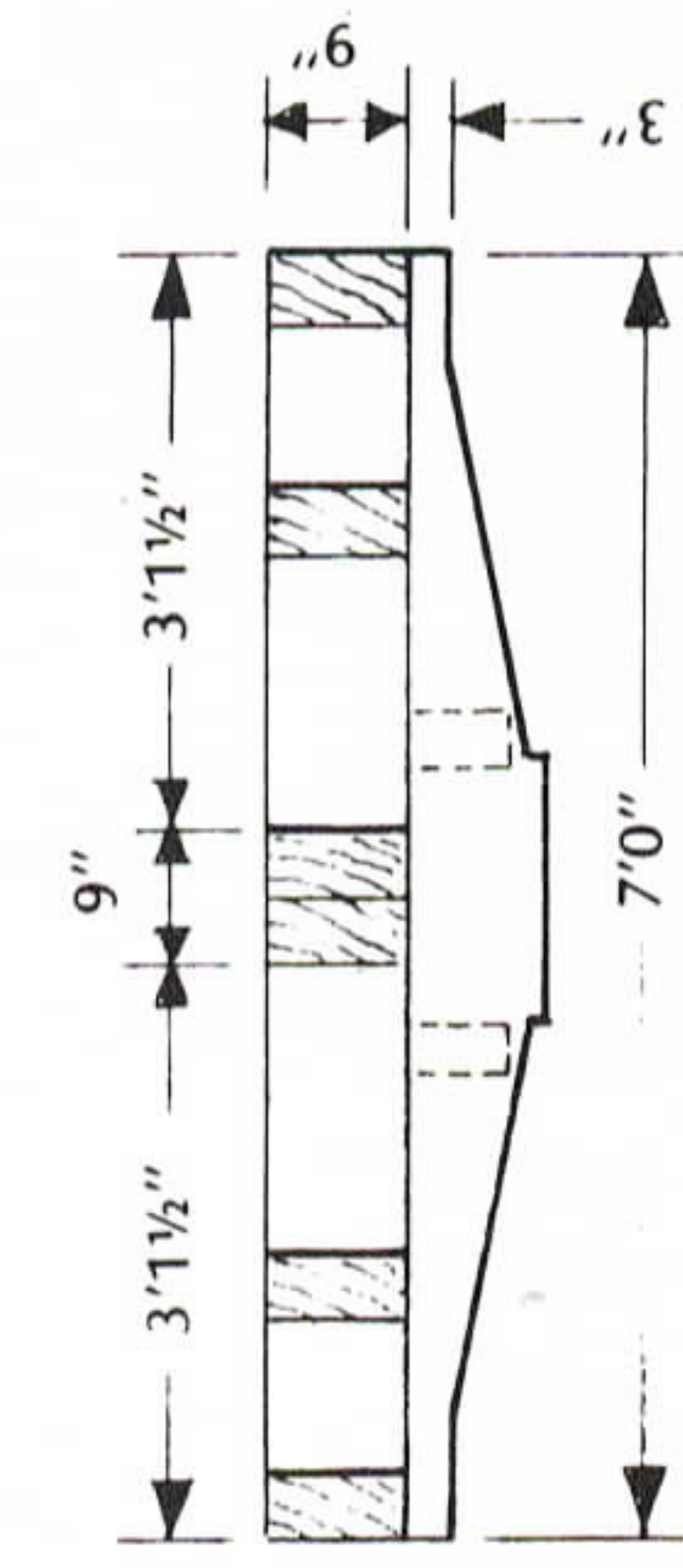


FIGURE 3. SECTION B-B

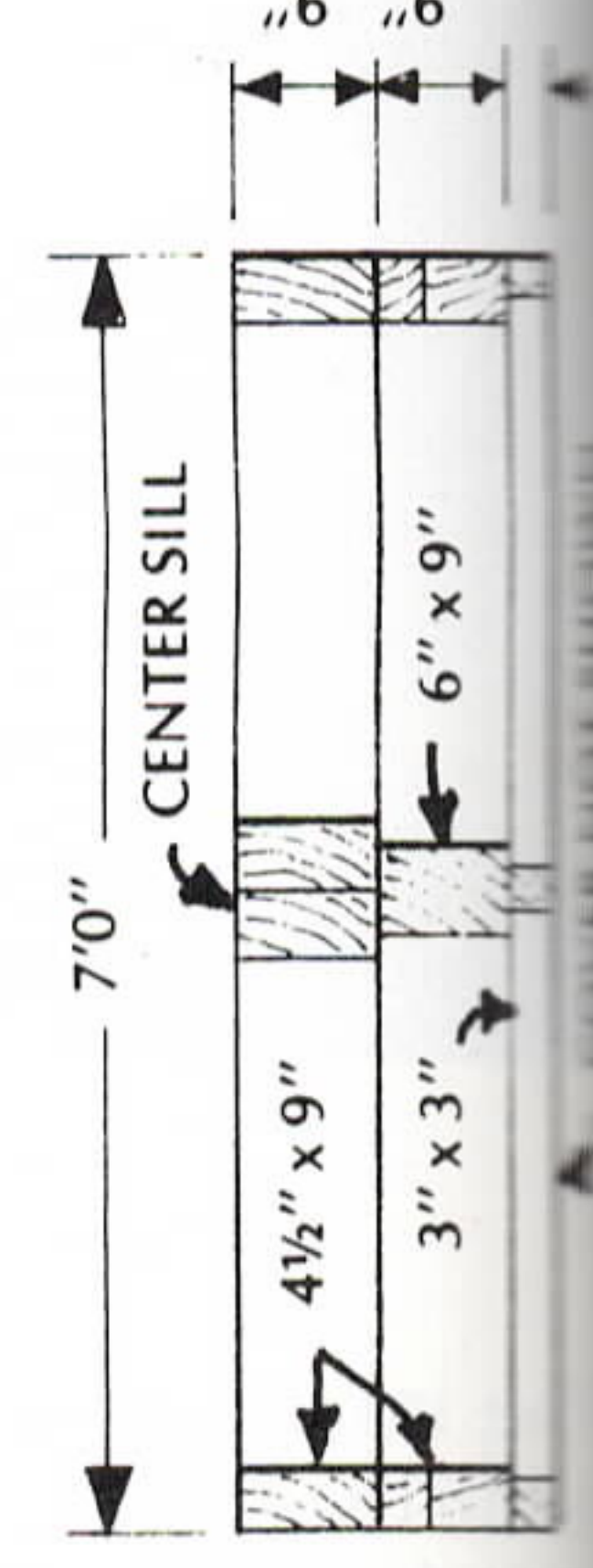


FIGURE 4. SECTION C-C

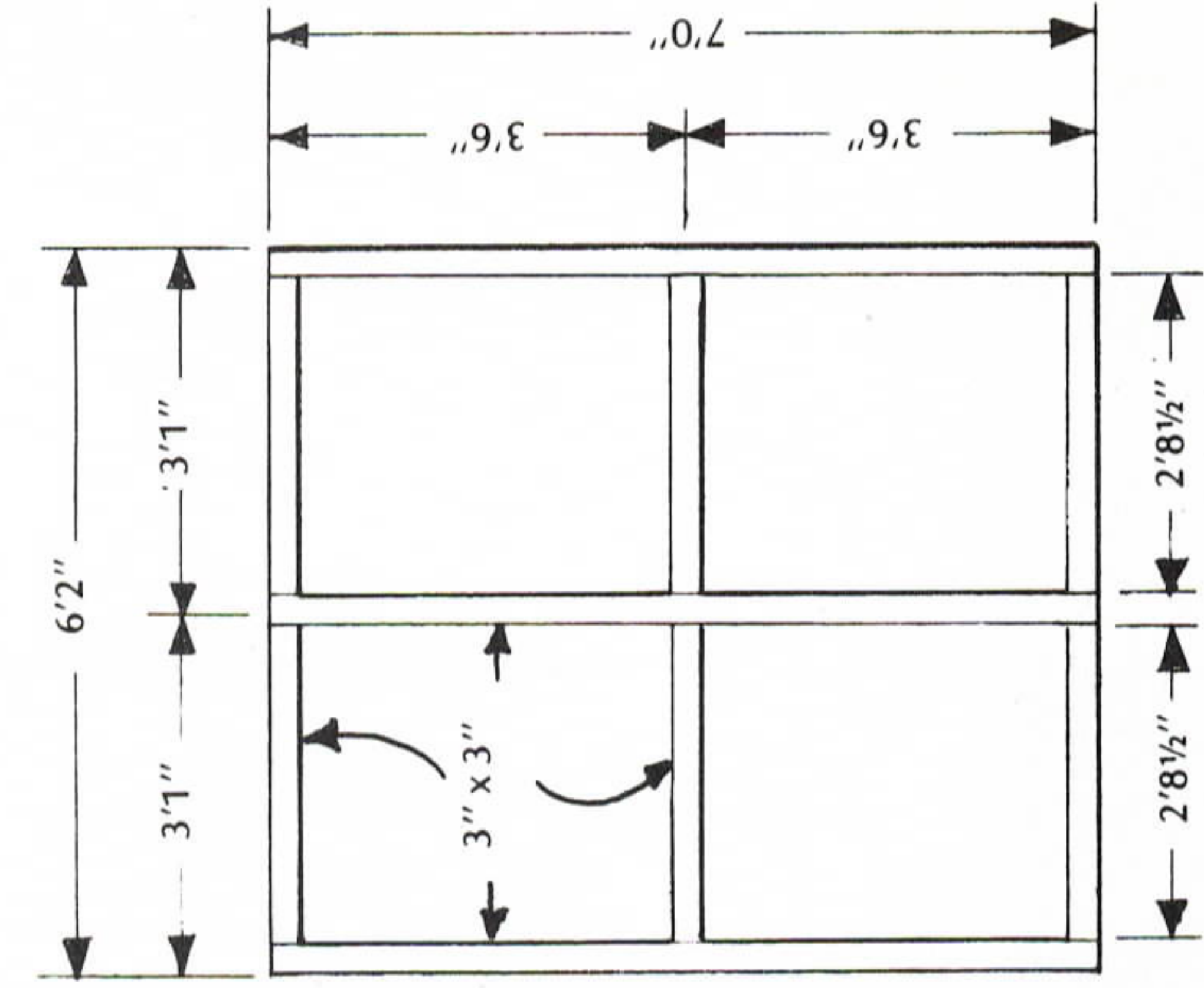


FIGURE 6. COUPLER POCKET SIDE FRAME BOARDS

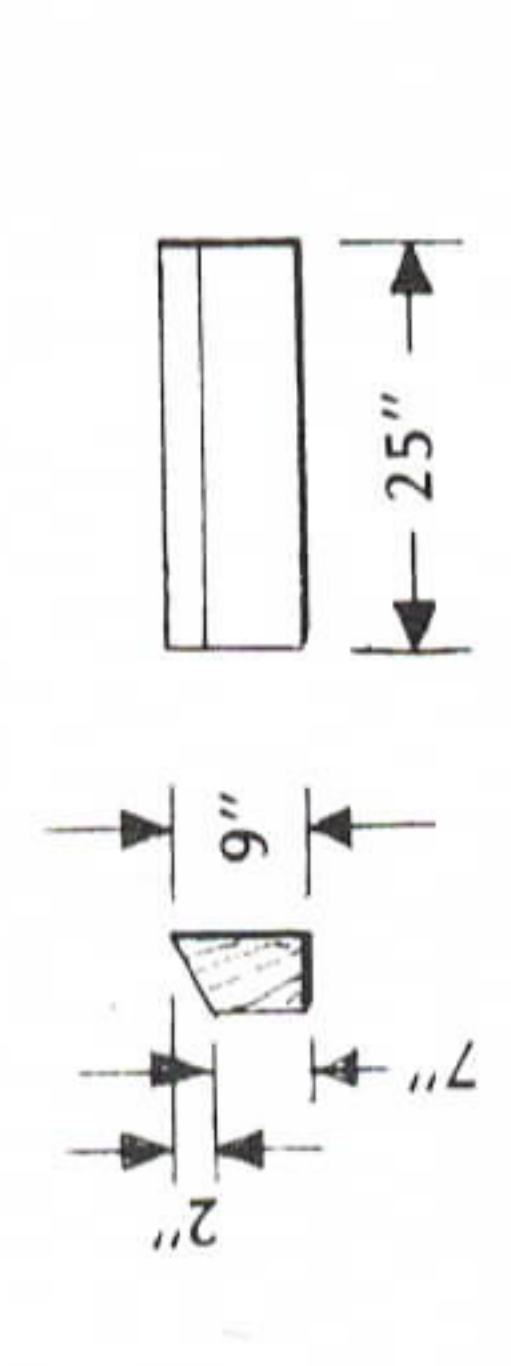


FIGURE 7. END BUFFER DETAIL

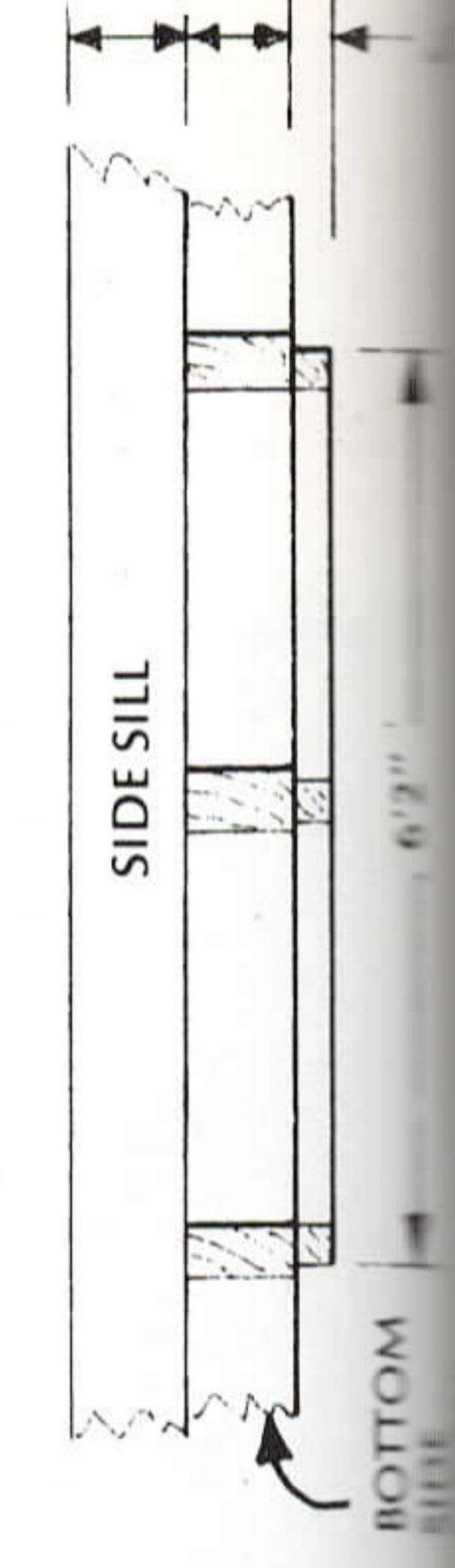


FIGURE 8. HOPPER FRAME DETAIL

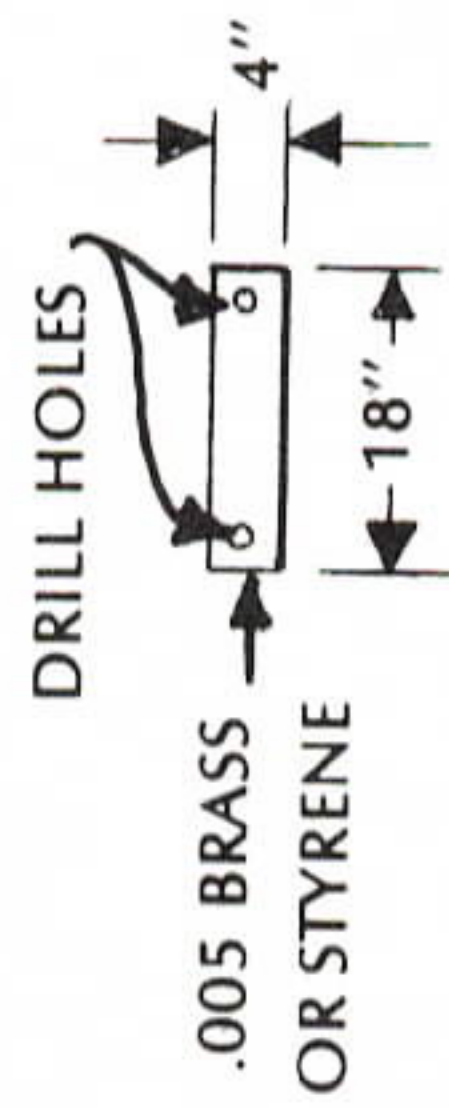


FIGURE 10. BUFFER END PLATE

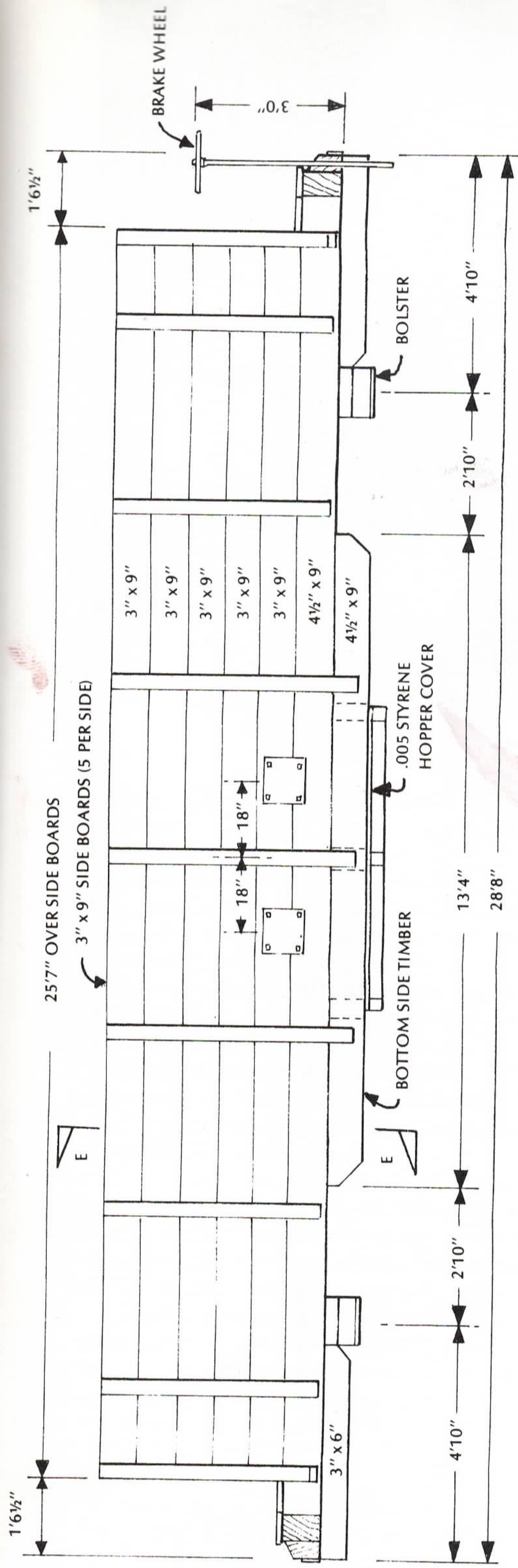


FIGURE 11. SIDE ELEVATION

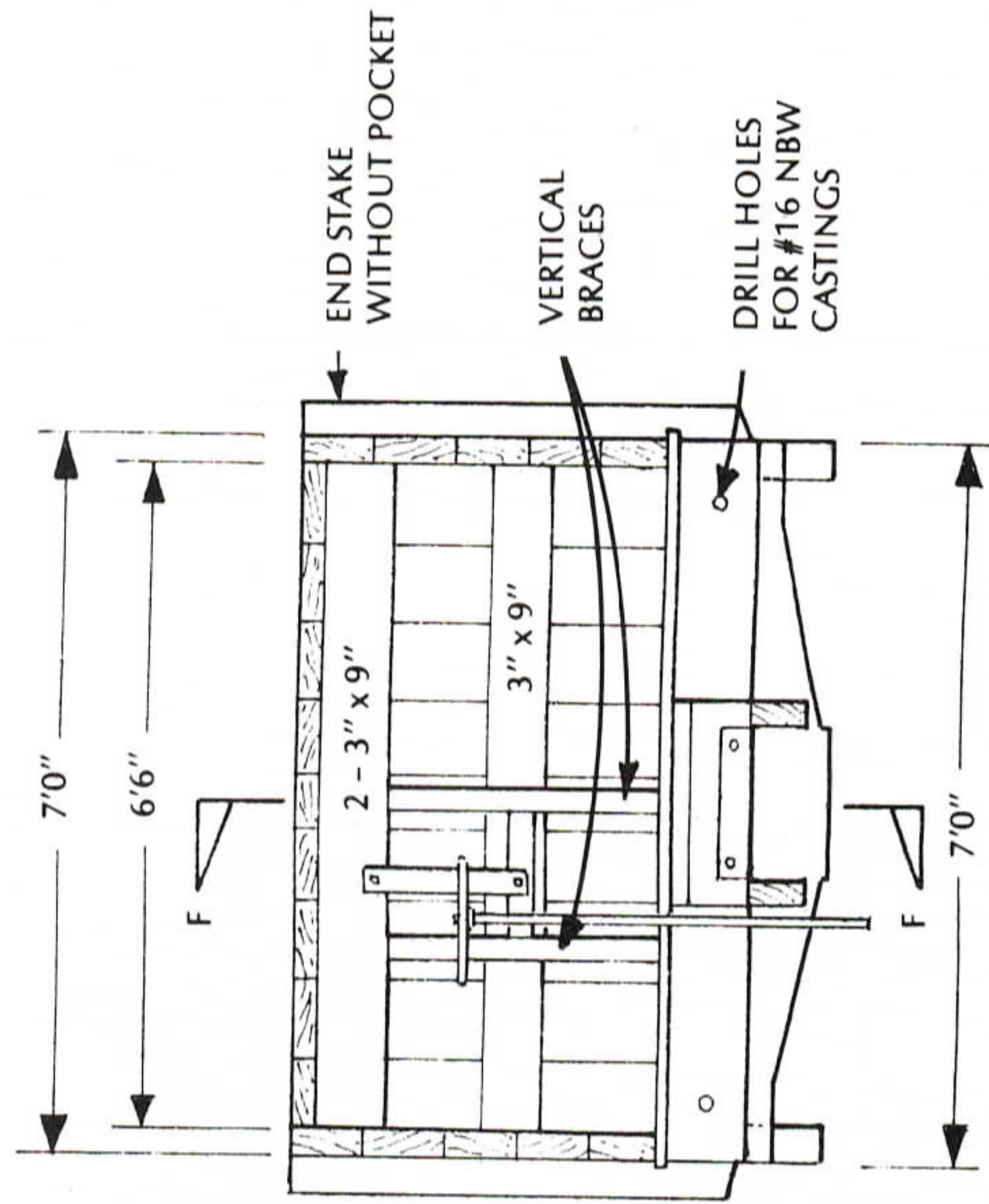


FIGURE 12. END ELEVATION

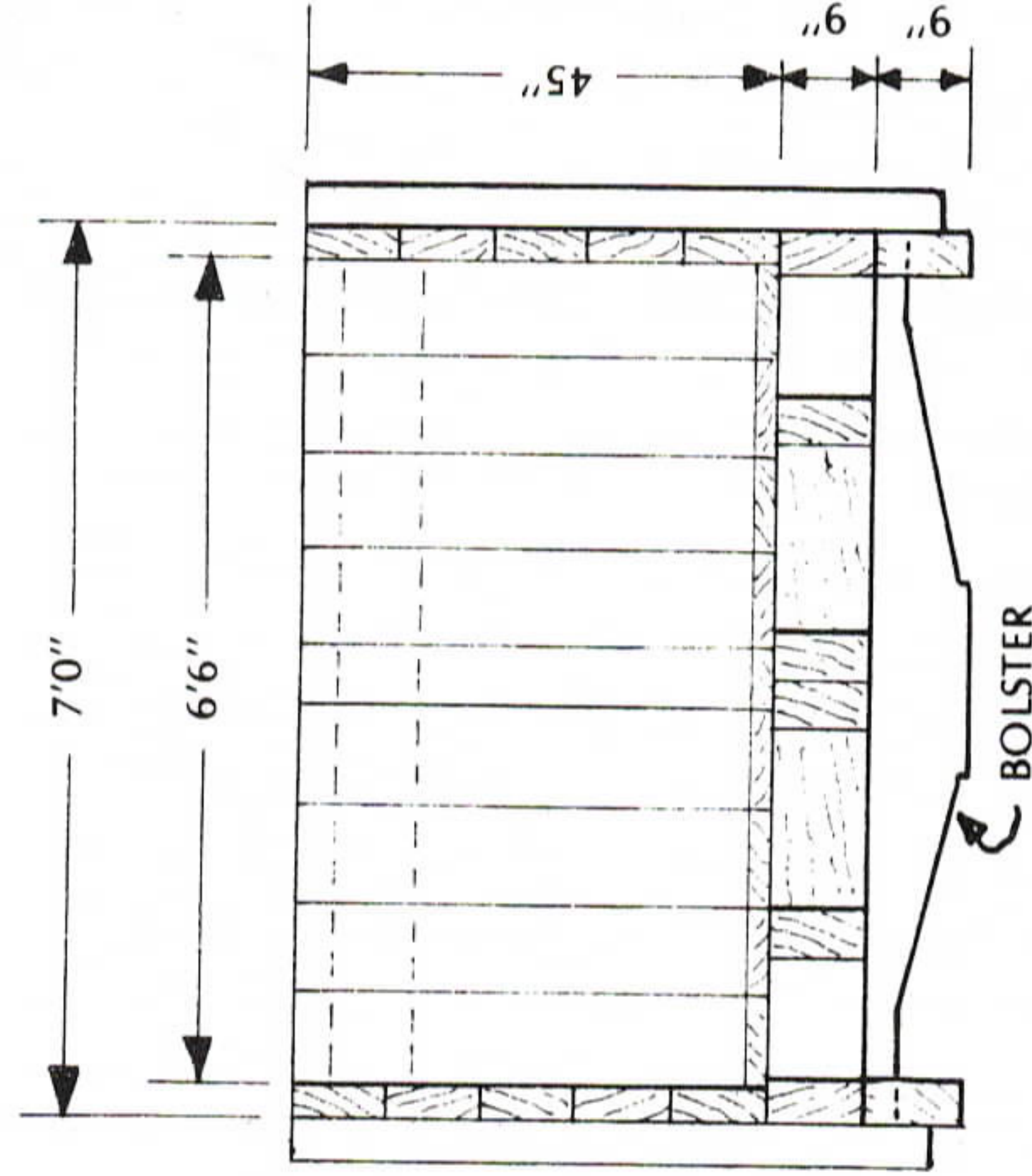
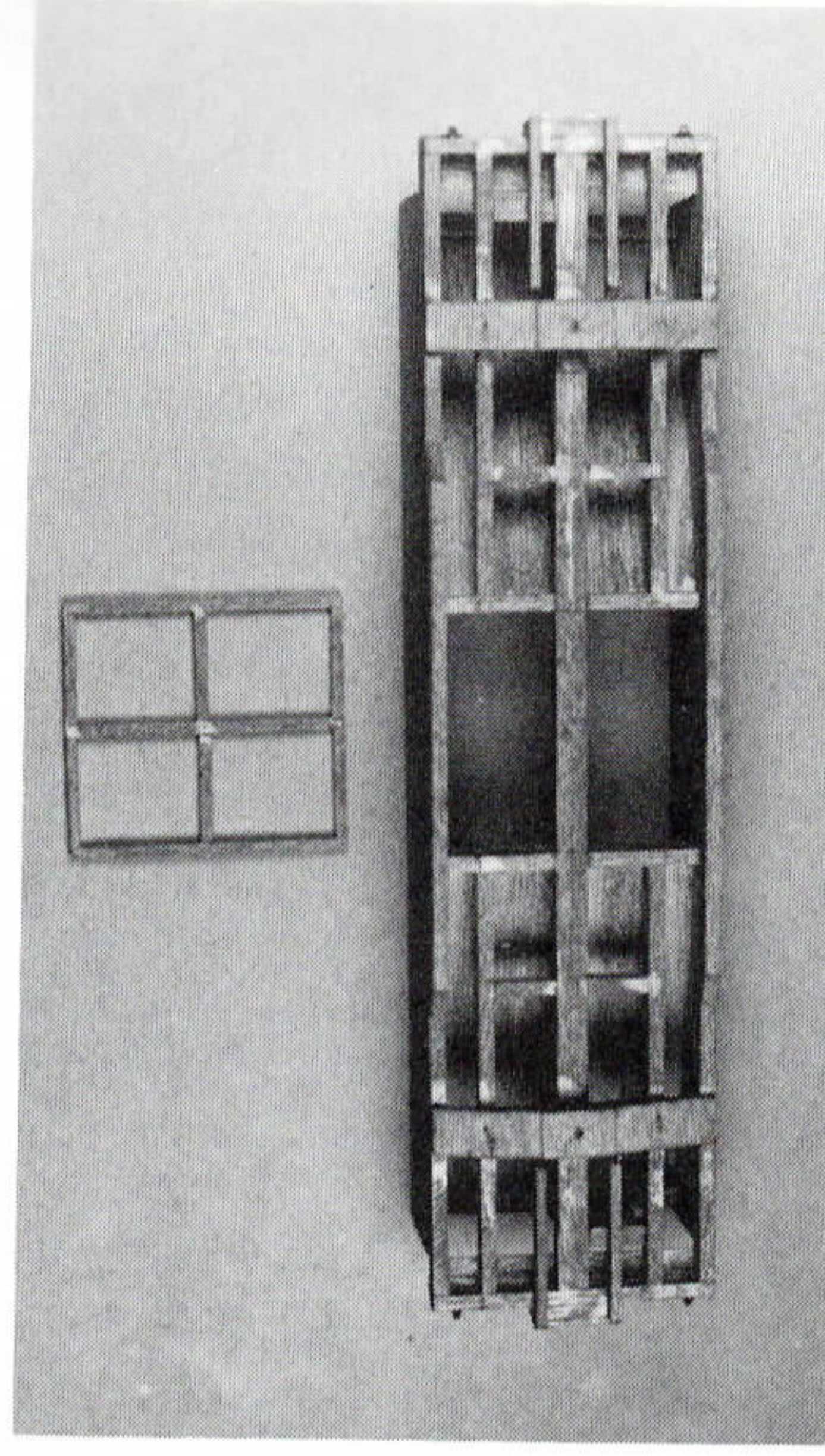


FIGURE 13. COMPOSITE SECTION E-E



The underside of the hopper car showing the hopper frame ready to be installed.

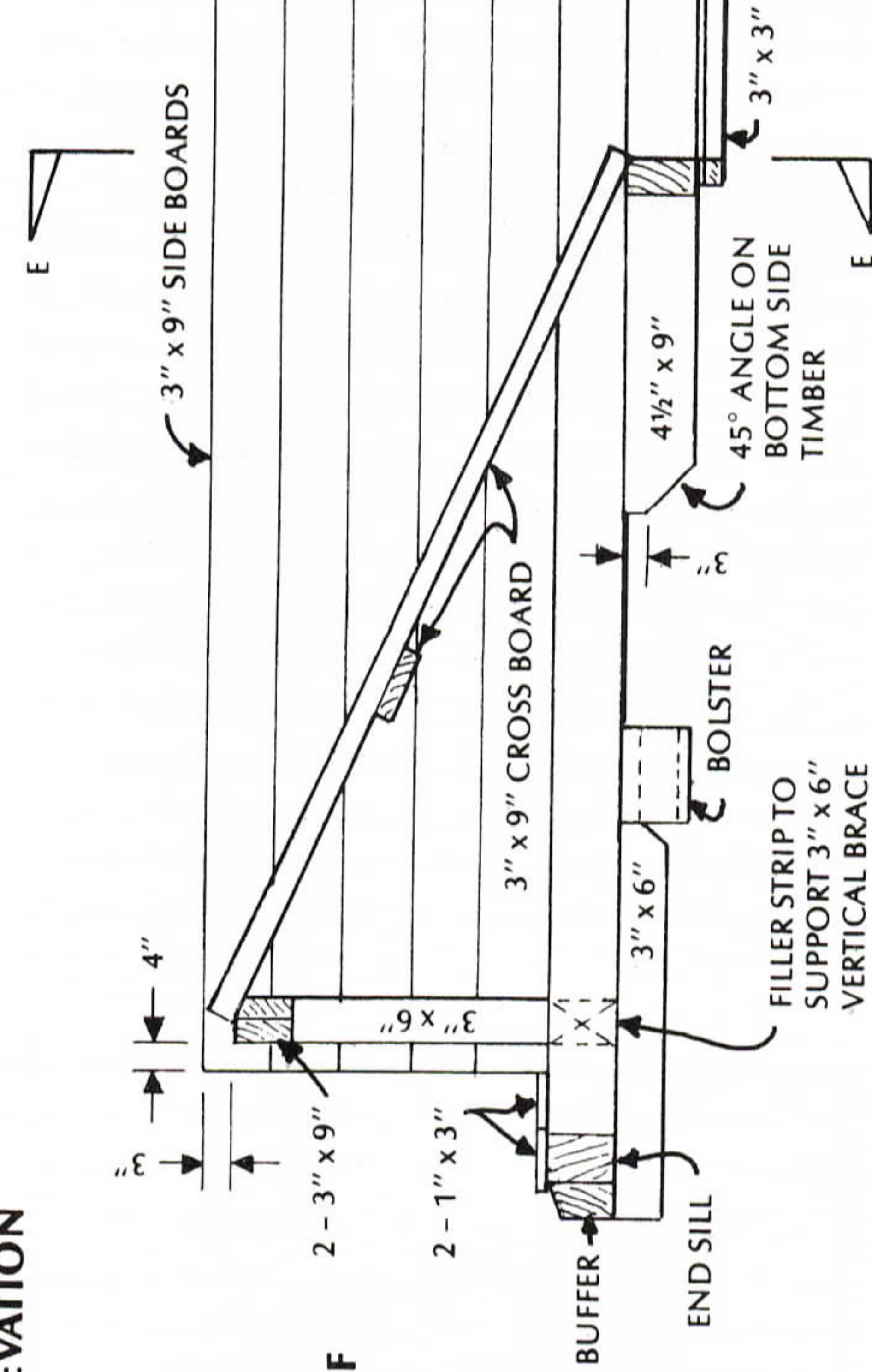


FIGURE 14. PART SECTION F-F

NOTE: STAKE POCKETS AND ALL OTHER HARDWARE NOT SHOWN FOR CLARITY OF CONSTRUCTION DETAILS

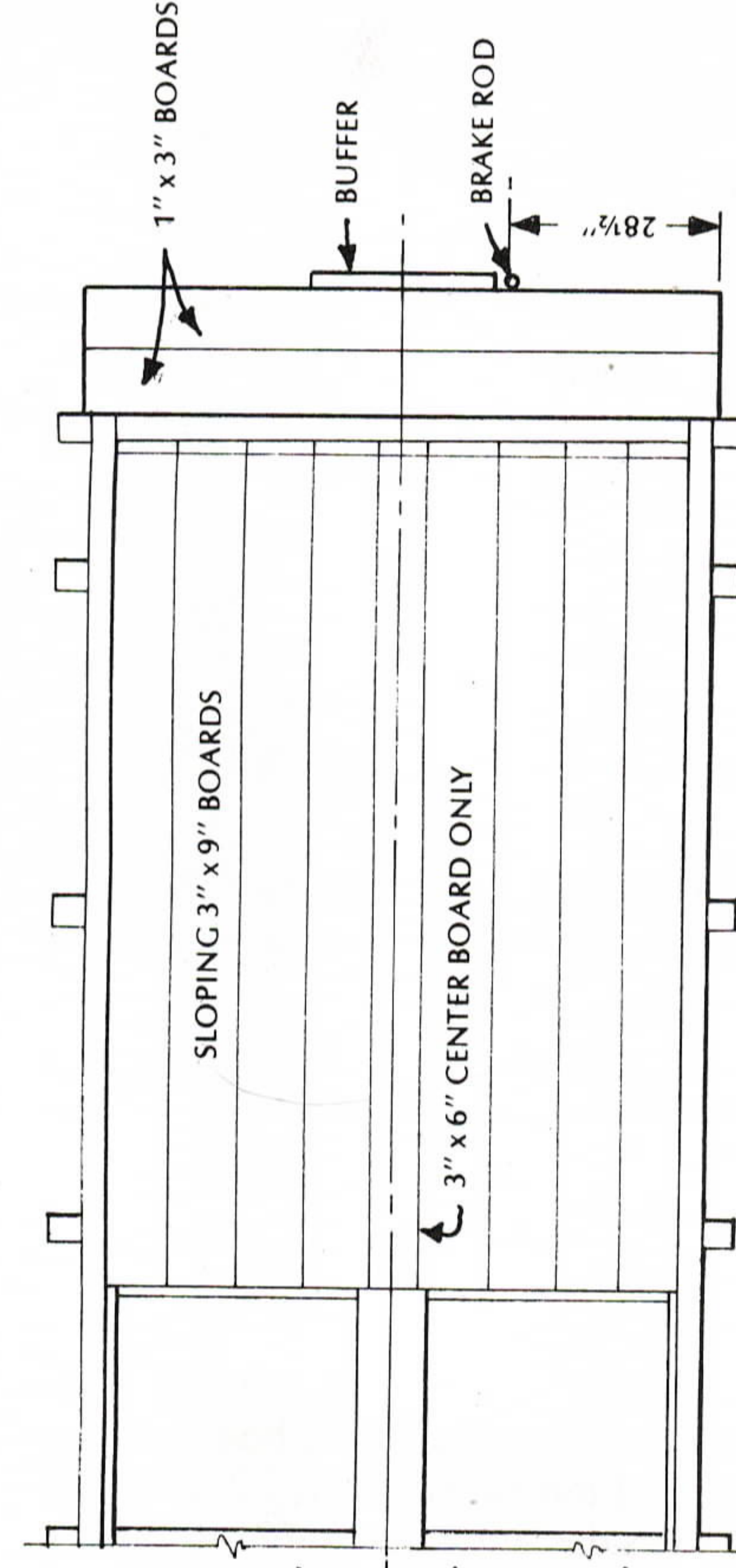


FIGURE 15. PART TOP PLAN



I wanted the backdrop on my small HO gauge trolley line module to depict the downtown and business sections of a typical midwestern U.S. city of the 1930's. I suspect that most **GAZETTE** readers are not building trolley lines but I feel that the methods I used to create the city-scape for my little trolley would be of interest to you anyway. These techniques could just as well be used to create a city-scape in Black Hawk, Durango, Nevada City, Farmington or Orbisonia.

I had to compress my city backdrop to provide a typical cross-section of business, residential, and recreation areas. I also had to shrink the size of the blocks. On my module the backdrop of buildings is divided into four city blocks with the two end blocks being only the corners of blocks. This created three streets that start and end in a matter of inches. This also created a problem in how to end these short streets in a visually acceptable fashion.

I considered pre-printed backdrops but discarded them for several reasons. First, I couldn't get one for the city I was modeling (Colorado Springs). Second, I wanted a backdrop that was different, and third, I couldn't get a pre-printed backdrop that established the time period as the 1930's.

In researching my old buildings, I discovered that the Penrose Room of the Colorado Springs Public Library contains a treasure of old original photos of all types of scenes throughout that city. I searched through these photos looking for the views

CREATING A SPECIFIC TIME PERIOD USING PHOTO BACKDROPS

by Danny M. King
Photos by the author



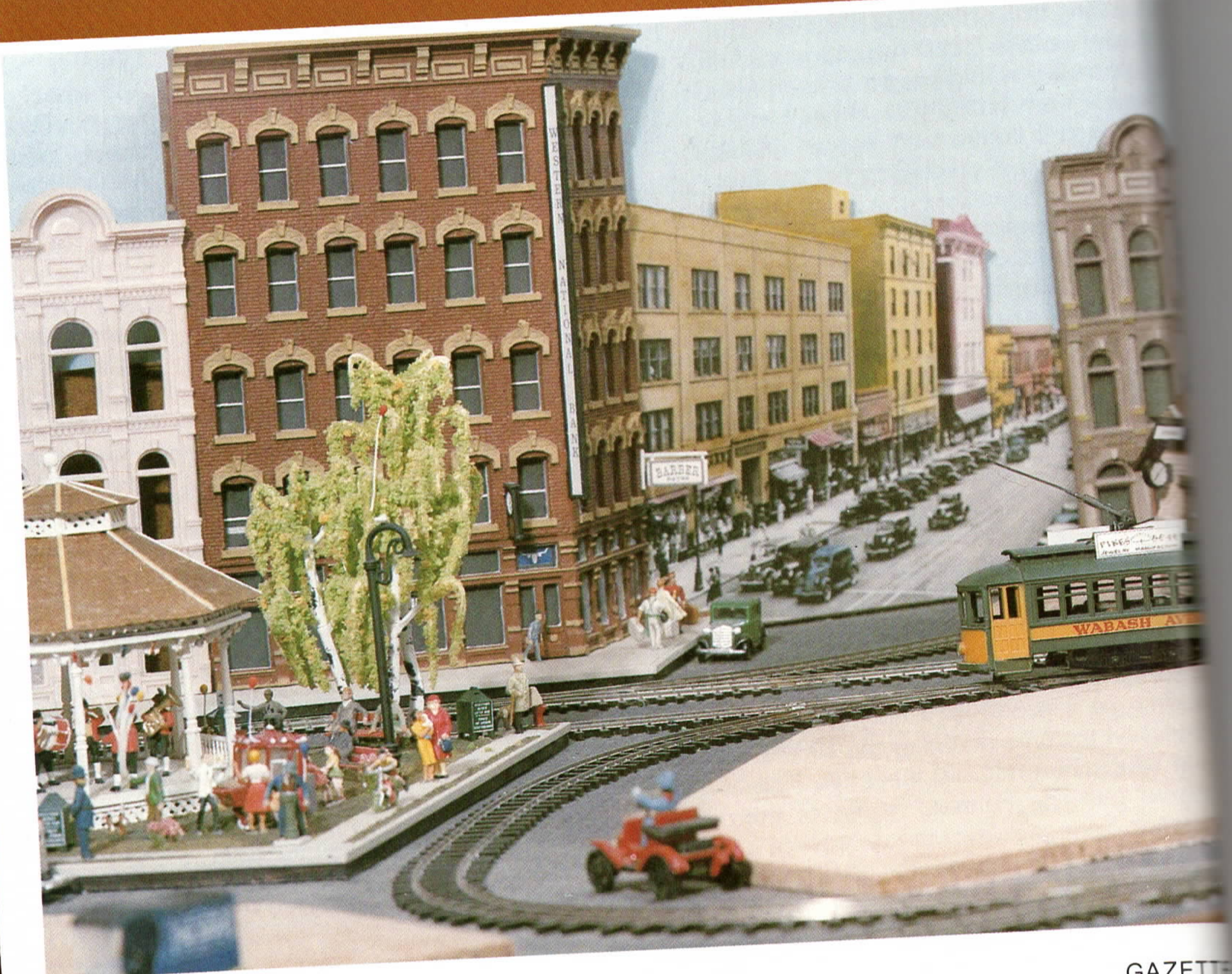
I needed; two photos showing buildings at 90 degrees to the street and one showing a view at 30 degrees from the right side of the buildings. In searching, I discovered that there were very few views of buildings taken at right angles. Most of the photos had a shallow angle, and there were very few photos showing buildings at the end of streets. However, I did find a photo of the Antlers Hotel in Colorado Springs, at the end of Pikes Peak Avenue with Pikes Peak in the background, at the horizon line. This building is so typical of Colorado Springs that I used it in my backdrop. Since most streets are photographed at a shallow angle I had many scenes to choose from for my 30 degree photo; I selected a photo that had circa 1930 cars in the foreground.

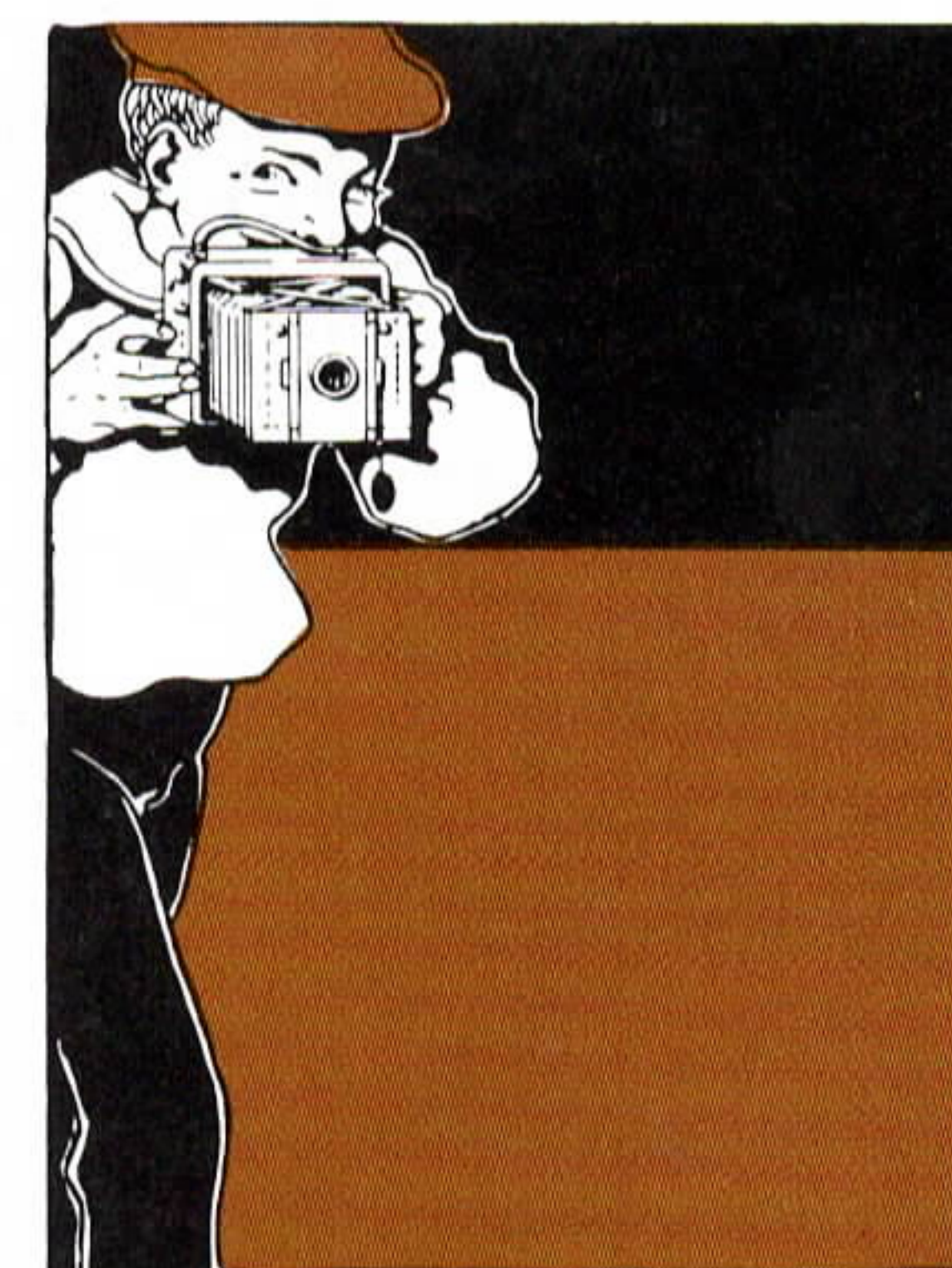
Once you have selected your photos, most libraries can have prints made for you. One problem with the old large glass plate negatives is that they must be contact-printed actual size. Regular negatives can of course be enlarged or reduced to fit your scene. If you are searching for backdrop photos in your local library, keep this in mind. (Editor's note: I checked with our local Palo Alto library and found that they have a collection of over 1500 old photos showing historic buildings from our area; only a few of these are from glass plate negatives.) Some libraries will allow you to make your own photocopies. Whatever you do, treat the originals with respect so that future researchers will find the collection in good condition.



A hand-colored photo of The Antlers Hotel in Colorado Springs is perfect to end this street.

The background photos in this scene were taken at a shallow angle and work well in the back-drop.



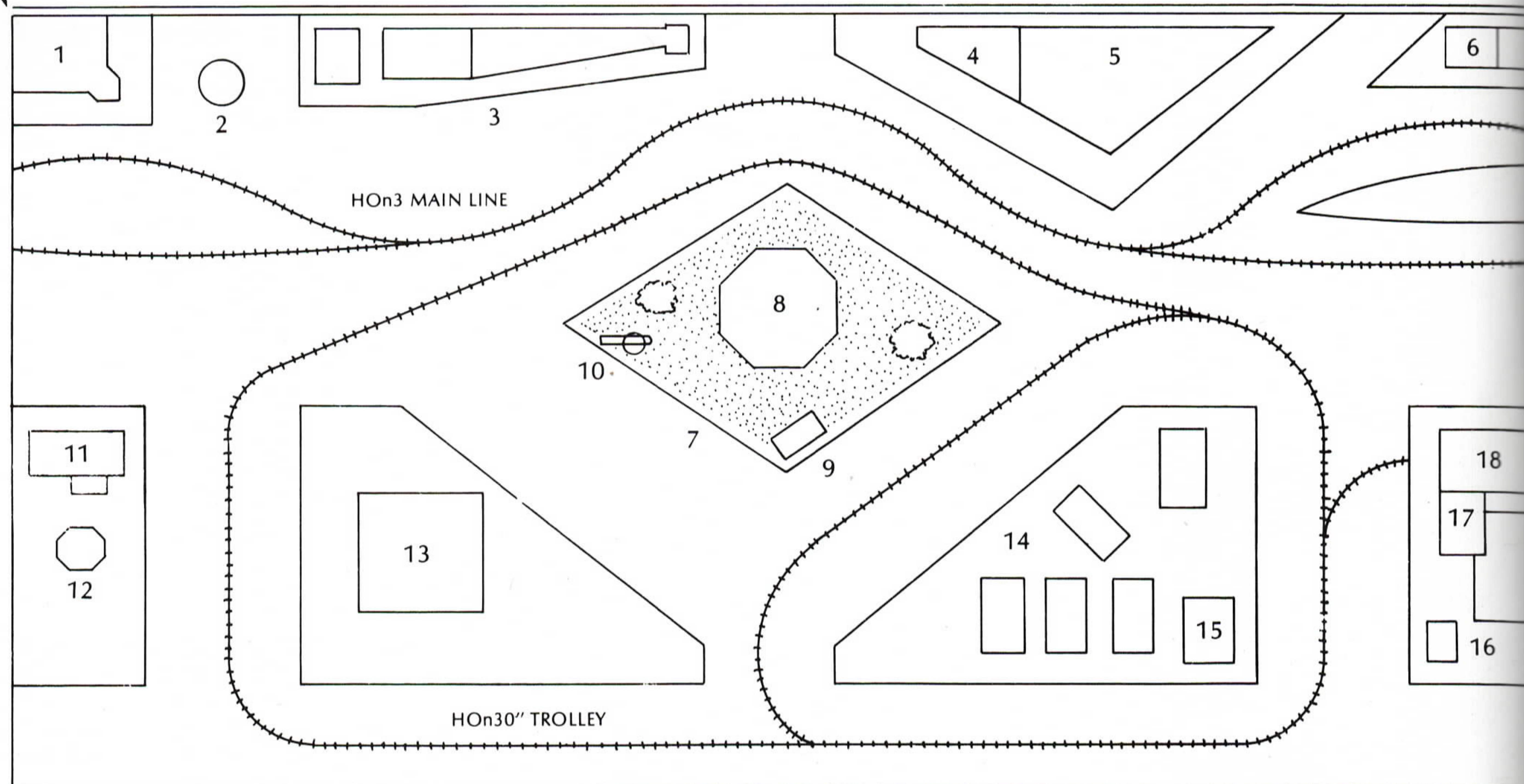


The thickness of the masonite backdrop board was allowed for so it could slide up and down in the back of the module. Notice how the photos have been attached to the masonite to create the street scenes.

An overall view of the author's HO trolley module, showing the effective use of his hand colored photo backdrop.



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I had not quite settled on the photos I liked when Wally Smith, an avid photographer and good friend of mine, showed me some color slides he had taken of the capitol building in Cheyenne, Wyoming. The photos had been taken in the early morning and had no cars in them and I decided to use one of them on my backdrop. The problem was how to combine these color slides with the black and white vintage photocopies I had gotten from the library. Another friend, Paul Godfrey, helped me by making a black and white print from Wally's color slide. Your local photo finisher can do this for you.

I dry-mounted my photos to a piece of 1/8 inch thick masonite. Then I cut out the photos along the skyline using a very fine Skil's slow cut-fine finish 36 t.p.i. blade (Cat. #71922) sabre saw blade. I mounted my blade in a table saw attachment and removed all of the masonite above the

skyline and between the streets. The area between the streets was cut down low enough so that the three dimensional model buildings in front were higher than the top of the cut off masonite. I had allowed for the thickness of the masonite when I planned my module which is designed so that the backdrop slides up and down in the back of the scene. I painted my backboard sky blue and will add clouds soon.

I next had to blend the black and white photographic background with the colored models in the foreground. Again, Paul came to the rescue. He suggested I use some special transparent oil paints which were used to color black and white photos in the old days before color photography. These oils are called Marshall's Photo Colors and are available from large photo stores which sell darkroom supplies. These colors are applied with cotton swabs and

since the oils are transparent the photo details show through the color. I allowed a full week for my colors to dry and then sealed them with a clear lacquer.

I am very pleased with my photo background. It provides a logical end to the streets on my module, provides a setting that resembles Colorado Springs in the 1930's and is unique. The most exciting part of building my backdrop was the search for photos in the library. This was a real treasure hunt and I thank the staff of the Colorado Springs Public Library for their help.

The author of this article is a member of a group known as Slim Rail Modules. Specifications for modules and an information sheet are available from Ray R. Richards, Coordinator, 1216 E. 70th St., Tacoma, WA 98404. Ed.

ONBOARD

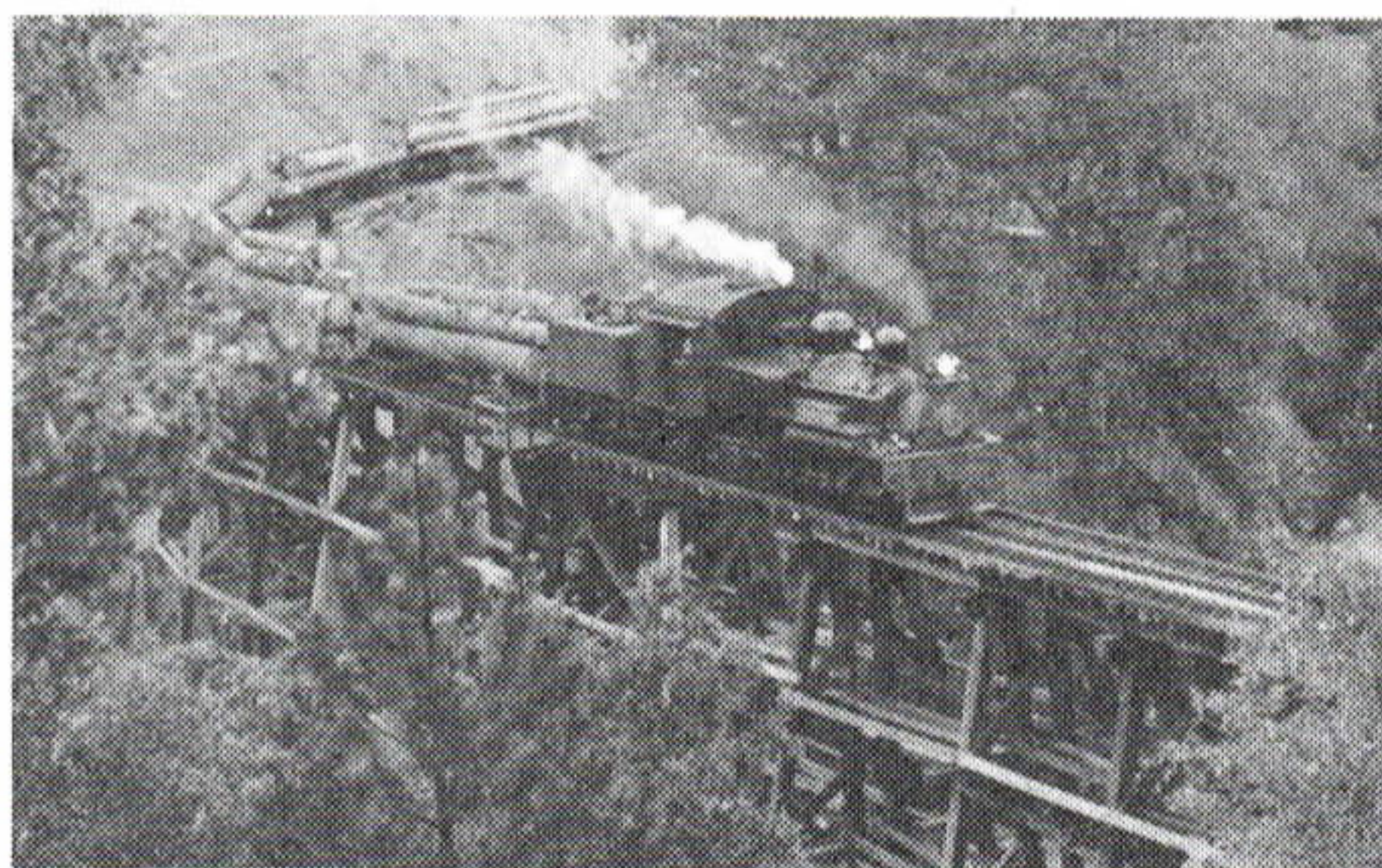
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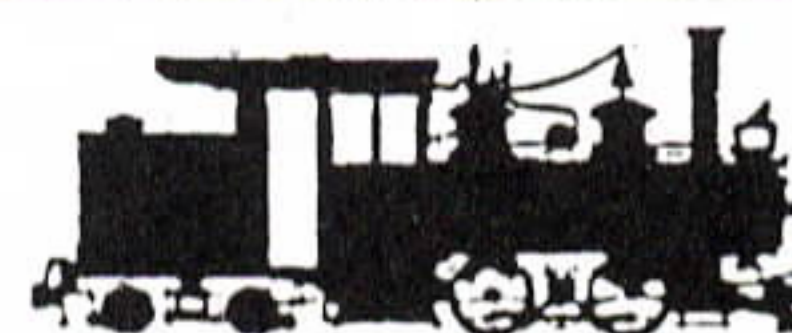
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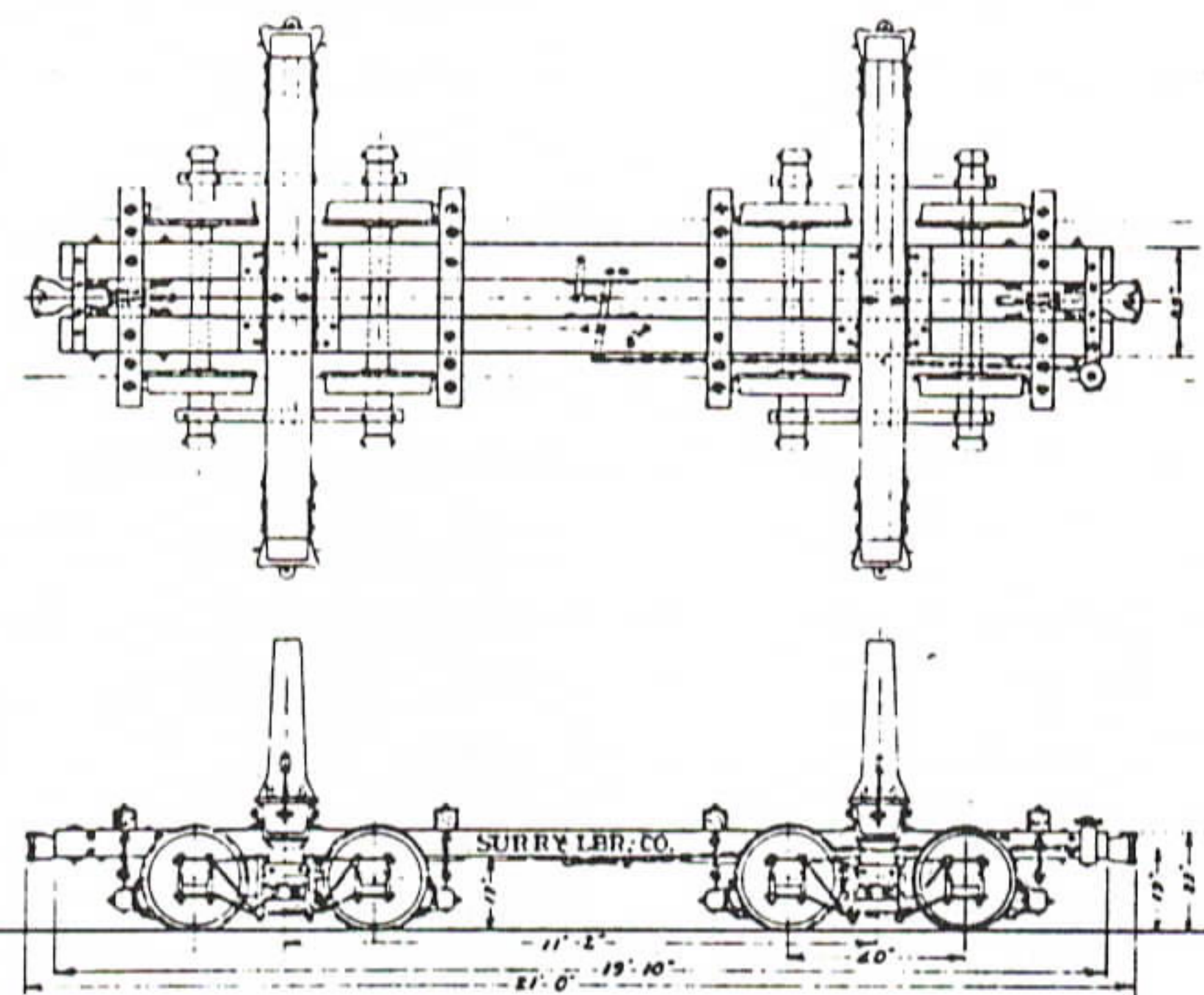
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THE SHOSHONI

by George Konrad
Photos by the author

I have always been fascinated by rail-road-steamboat interchanges. Long ago, I promised myself that someday I would find an excuse to model a rail-steamboat exchange on my On3 Tonopah & Tucumcari. When I did some research on steamboats in the western U.S. I found that shallow draft steamers were not uncommon on western rivers and deeper draft boats were common on various western lakes. By a stroke of good fortune, my T&T runs right along the shore of a huge lake. (Imagine that!) Passengers bound for the resort across the lake demanded a small screw-steamer so they could complete their trip in comfort. (Rowboats and launches were a bit too adventurous on such a huge lake.)



(individual planks on frames etc.). When I saw Revell's HO New York City harbor fireboat model, I knew I had found the kit for me. Its huge hull scales out just right for an 80-foot long O scale steamer. If you cannot find a suitable kit, you can make a hull from wood, carving it to shape and planking it over if you wish.

I made a drawing of the side view of my boat on a piece of cardboard so I could stand it in my dock area to see if it looked right. The profile and deck plan of my steamboat, *Shoshoni*, are shown here. You can copy them and cut and rearrange the cabins and decks until the boat seems right to you.

The plastic hull from the kit needed some wood and styrene braces inside it to help it keep its shape when it was cut off at the waterline. I also cut away over and undersize details. The *Shoshoni* has a "steel" hull with wooden upper structures. I made a new deck for my model by using Northeastern 1/8 inch scribed siding for all the decks, cut to a cardboard template. I scored the plank ends and put nail holes in the deck.

The flat areas of the cabins are pretty easy. It's just like constructing a building. However, the curved cabins were a real treat to build. I made a curved top and bottom to serve as templates for each cabin. Then I cut the siding to the correct height and length and soaked it in very hot water until it bent easily. White glue was placed on the edges of the top and bottom pieces and rubber bands held the siding strips in place until they dried. This method also works for railings, deck edge boards, and roof trim.

Suitable windows and doors are available from Grandt Line. For my O scale

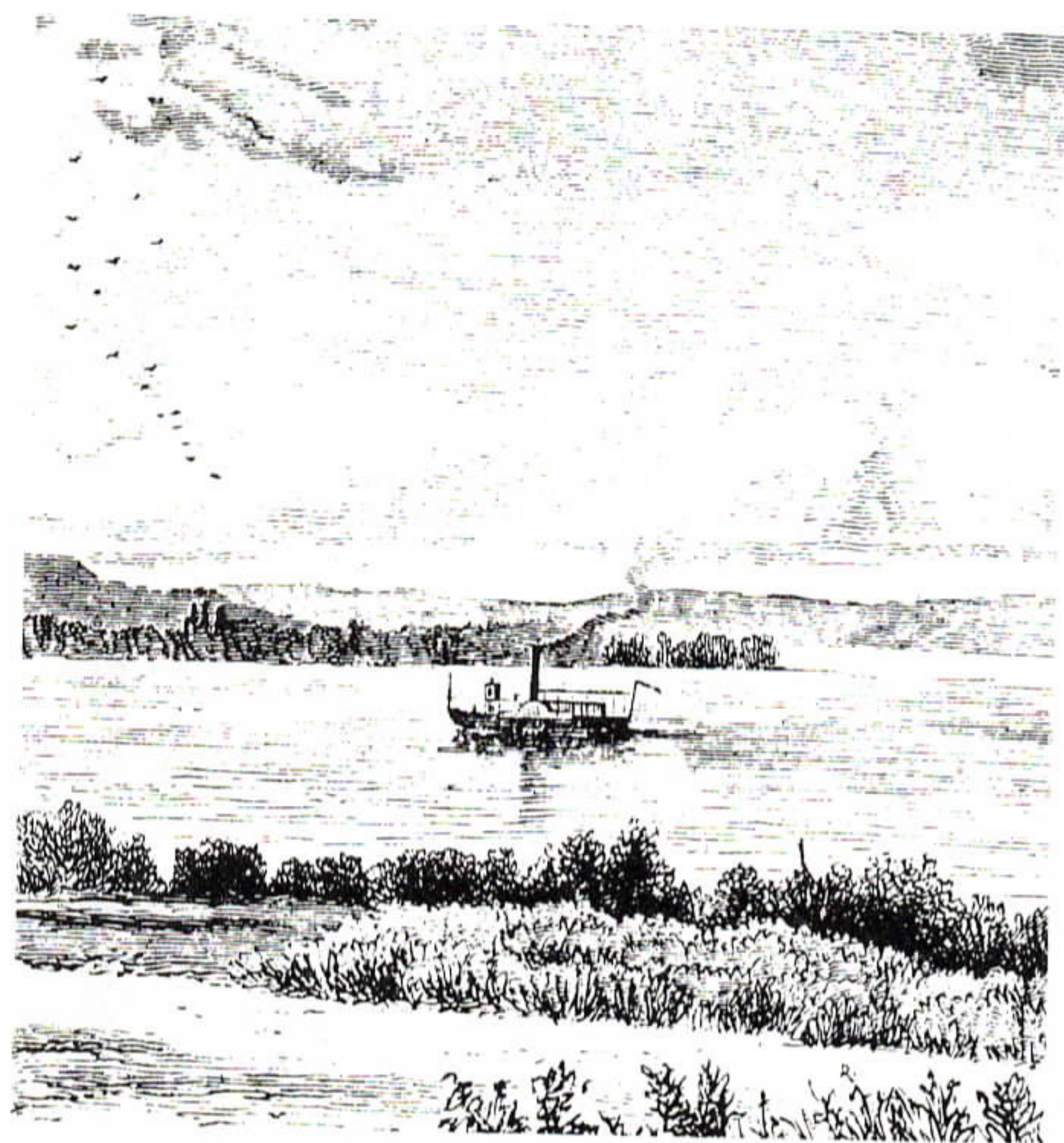
steamer, I used #3719 windows for the cabins. I removed some of the mullions on these windows. The pilot house has #380 coach windows, and a #3617 office door. The cabins have #3603 station doors.

I built the railings out of brass wire and tiny wooden dowels. These dowels were also used for the flagstays at the bow and stern. The boiler and smoke stack are brass tubes and the ventilator and life boats were purchased from a model boat supply house. Check your original plastic kit, if you use one, to make sure you have not overlooked any details. You can detail your boat as much or as little as you want, but do add some deck chairs and figures to add life. Interior detail for engine room, saloon, cabins, and cargo hold would add interest. My *Shoshoni* is empty except for the pilot house which has a binnacle, wheel, and a dashing bearded captain.

A steamer can be painted any color you like as long as it comes out light with a dark trim. The *Shoshoni* is painted white with black and natural wood trim.

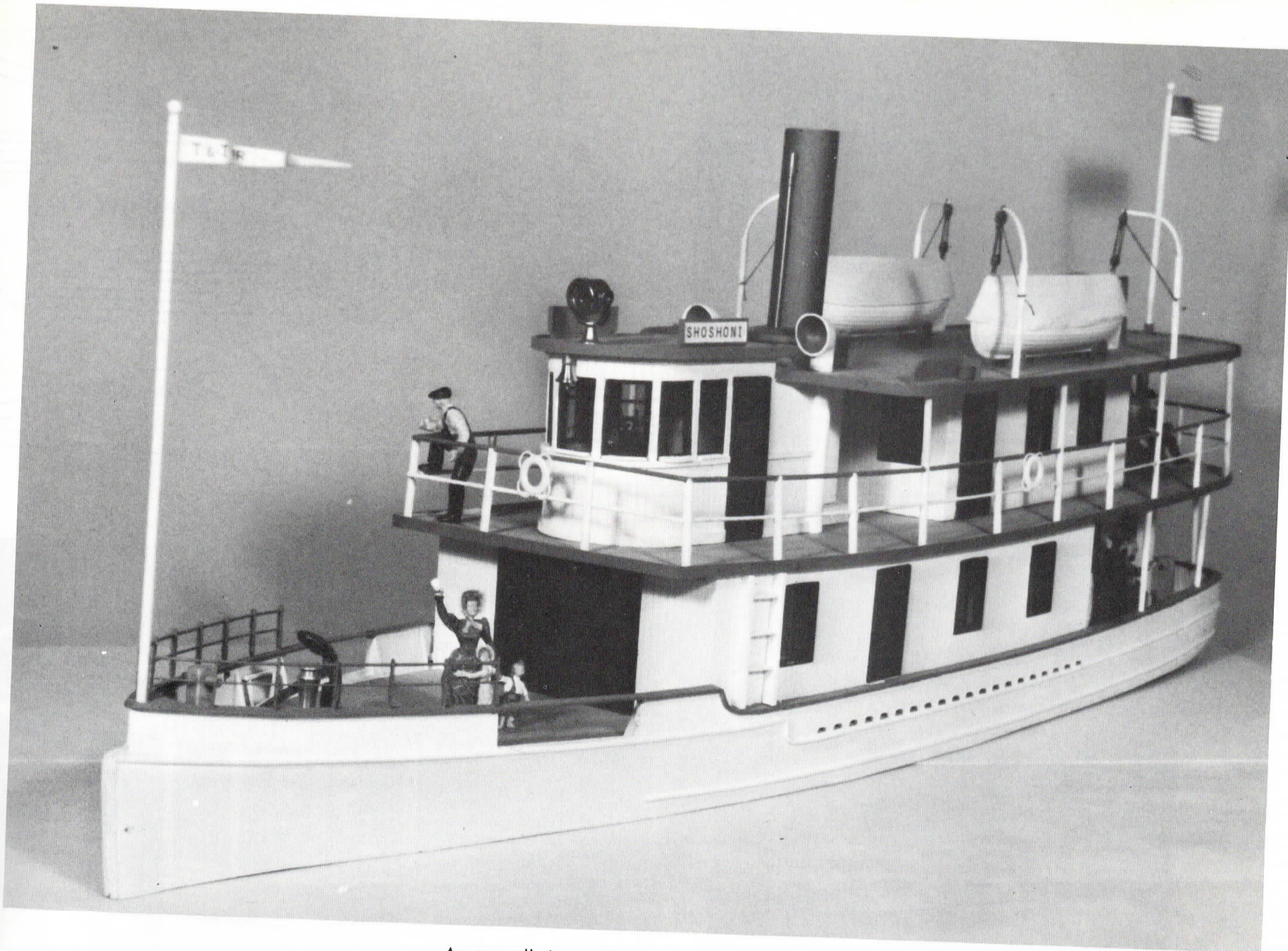
I am now constructing a typical dock scene for the *Shoshoni*, I plan to have a train run right out onto the dock to meet the steamer, just as The Lake Tahoe Railway & Transportation Company trains did to meet the steamer, Tahoe.

I chose the name *Shoshoni* for a very special reason. *Shoshoni* (later *Shoshone*) is a name collectively applied to a large number of Indian tribes which lived in an area from the Sierras to the Great Plains and from Oregon and Wyoming down to Arizona and New Mexico. My Tonopah & Tucumcari is located entirely within their lands and the steamer is named in their honor. In "*Shoshoni*" the "i" is pronounced "aye" as in "Aye aye, sir."

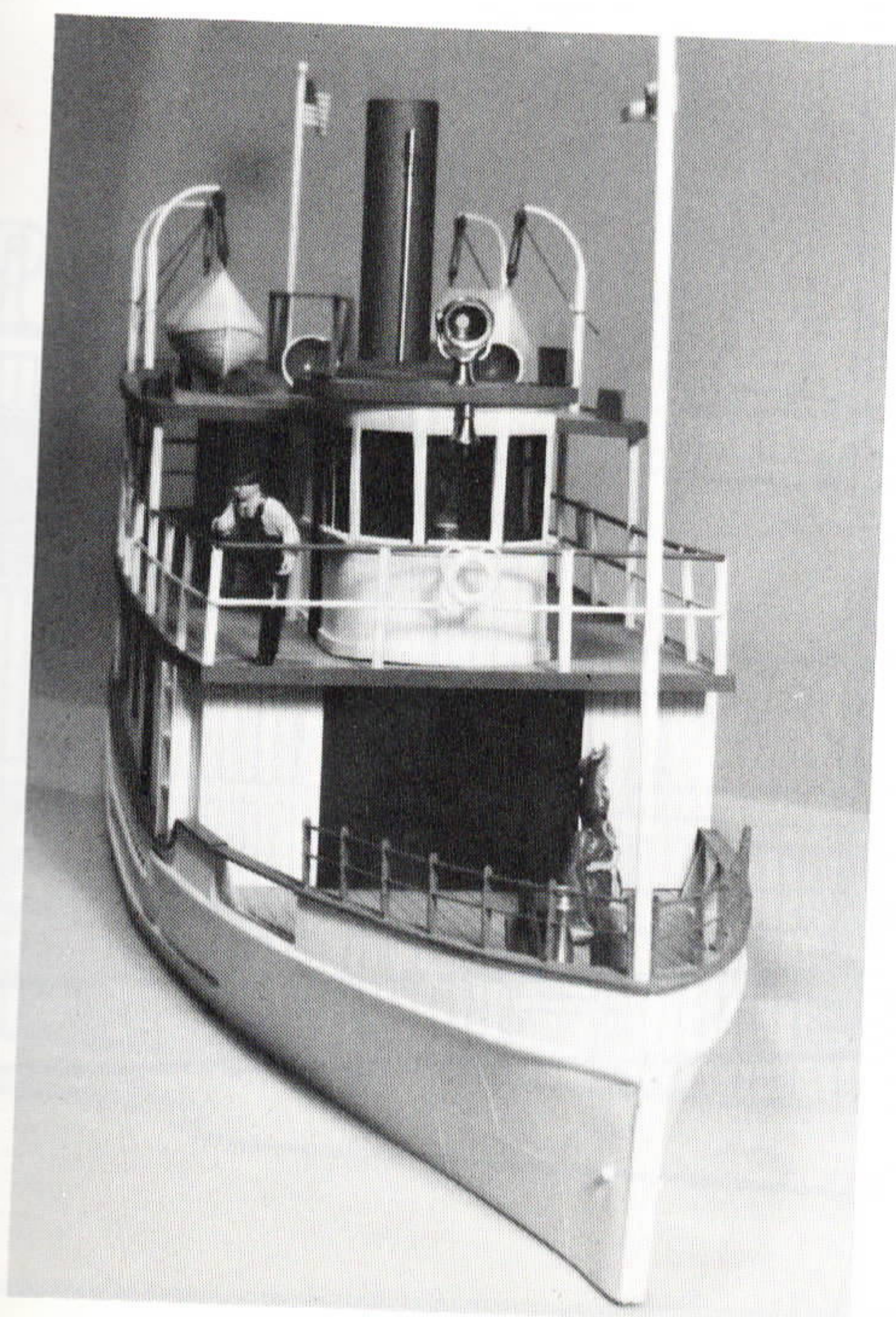


In order to decide exactly what size and type of boat to model, I did some more research. The book, *Steamboat Lore of the Penobscot*, written and published by John Richardson of Rockland, Maine is a good source of steamer photos. My friend John Willock recommended the book, *Pictorial History of New England Passenger Vessels* by Bartlett Cram. This 400 page book is available from Burncoat Corporation, c/o R. L. Hawkes, RFD #1, Fairfield, ME 04937 for \$35.00 plus \$2.00 postage.

There are several HO and O scale boat kits available that can be used as a starting point for a steamer. HO scale kits seem to be less expensive; as the boats get larger in scale they tend to get more complicated

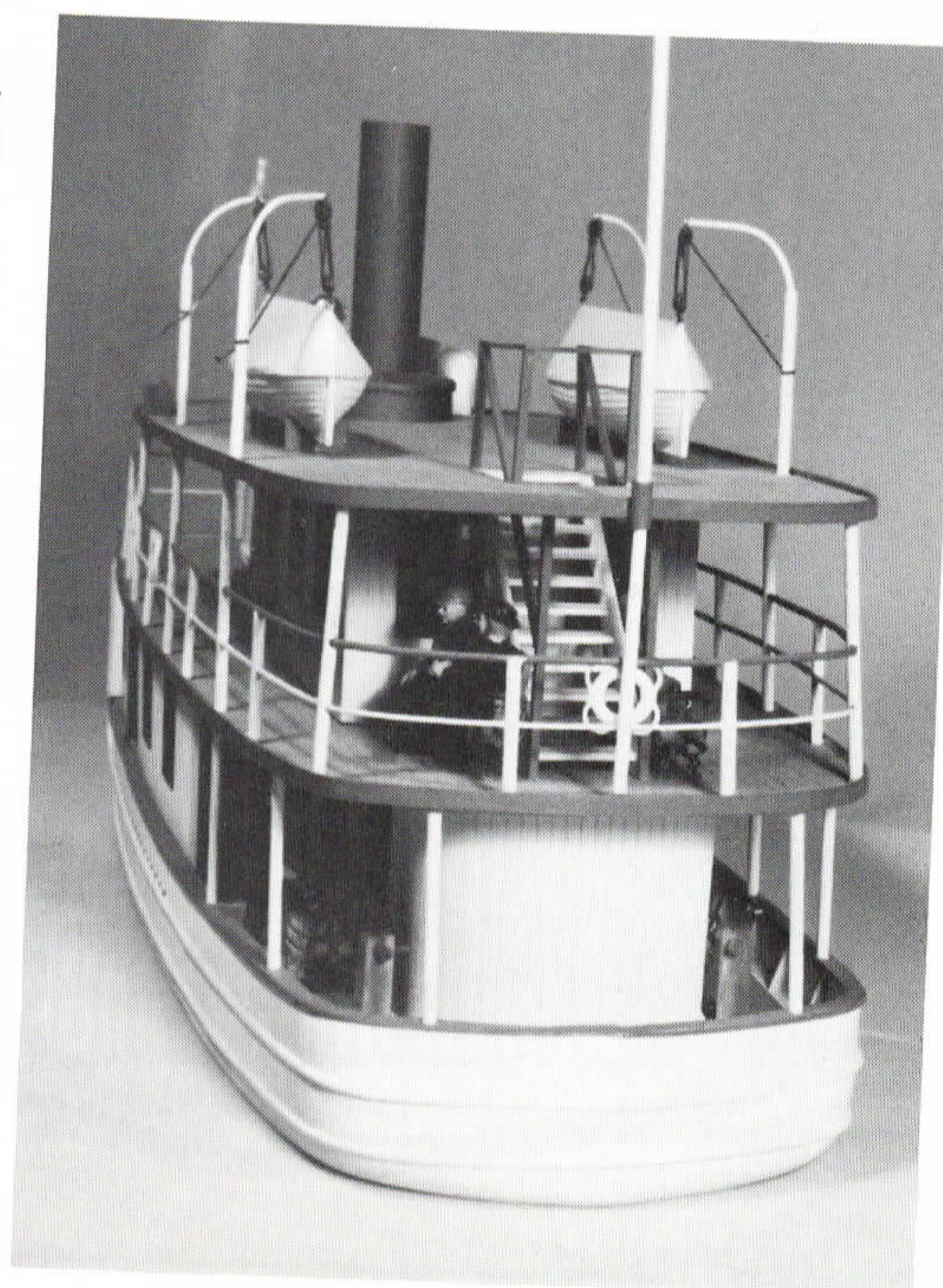


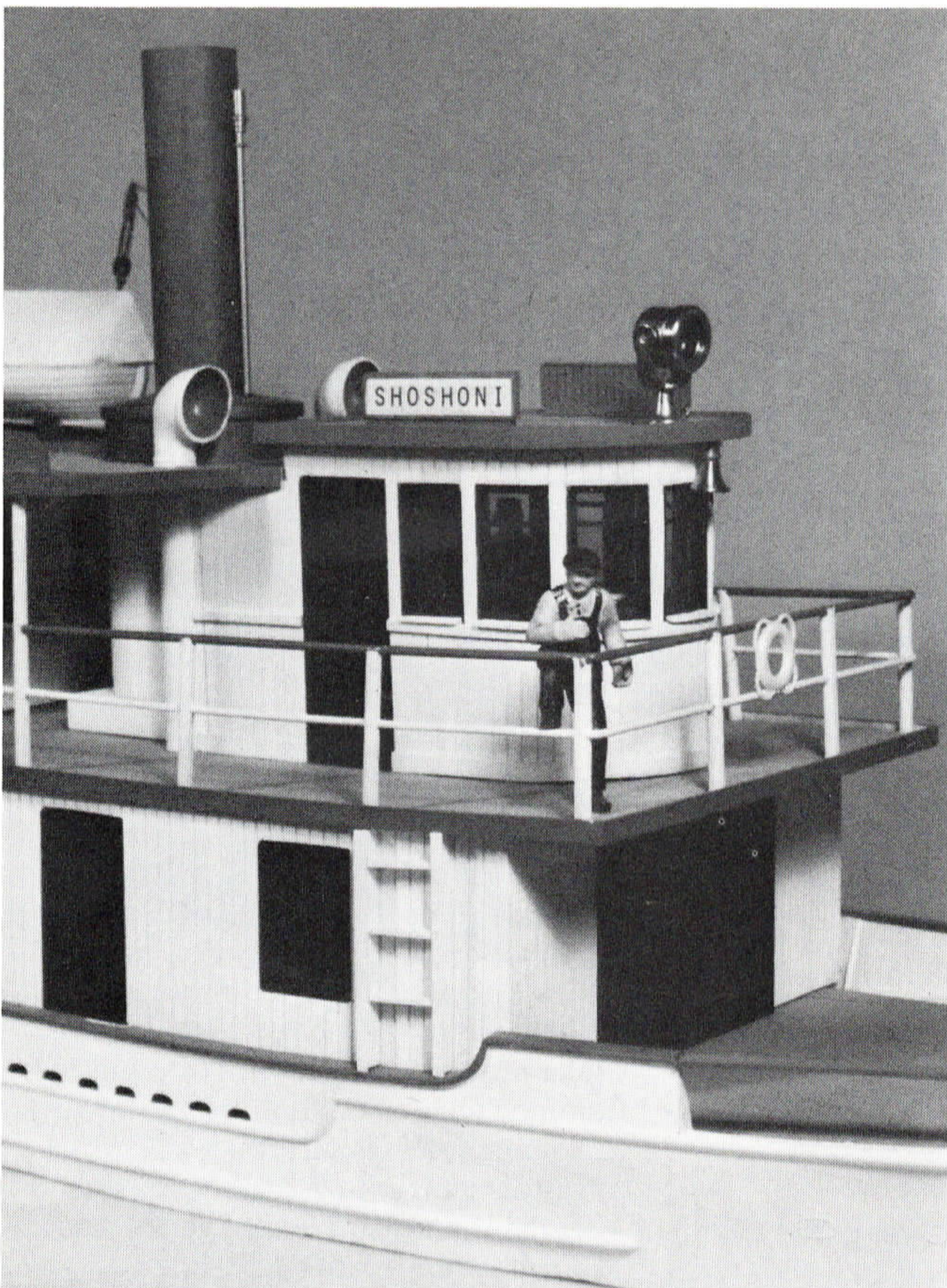
An overall view of the author's O scale steamer. He plans to create a dock-side scene where his Tonopah & Tumcari will meet the boat. The train will run right out on the dock as did the real Lake Tahoe Railway and Transportation Company trains when they met the steamer, Tahoe.



A head on view of the Shoshoni showing the large cargo doors and flag pole.

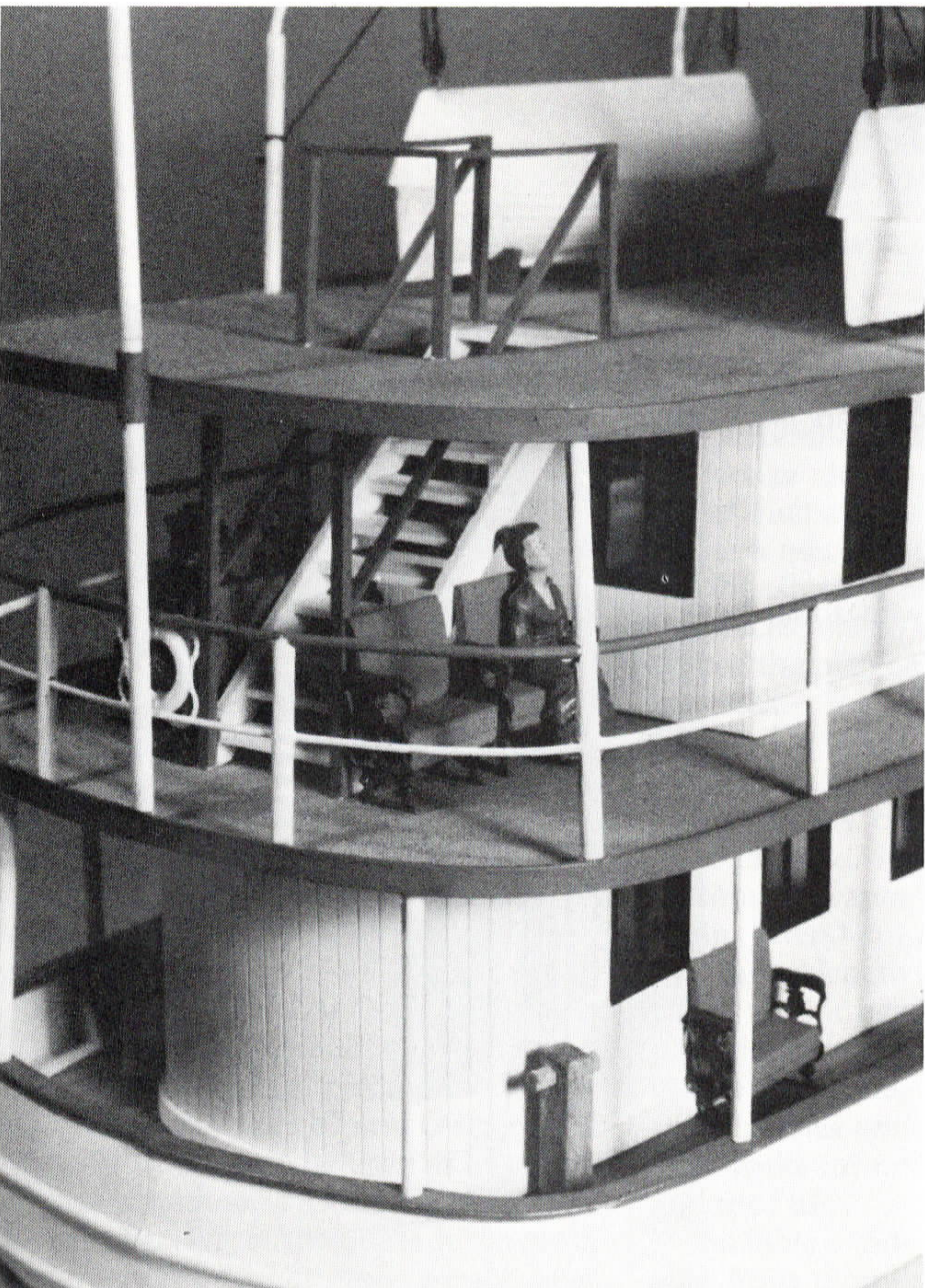
The stern of the Shoshoni with ladders, life ring and other details.



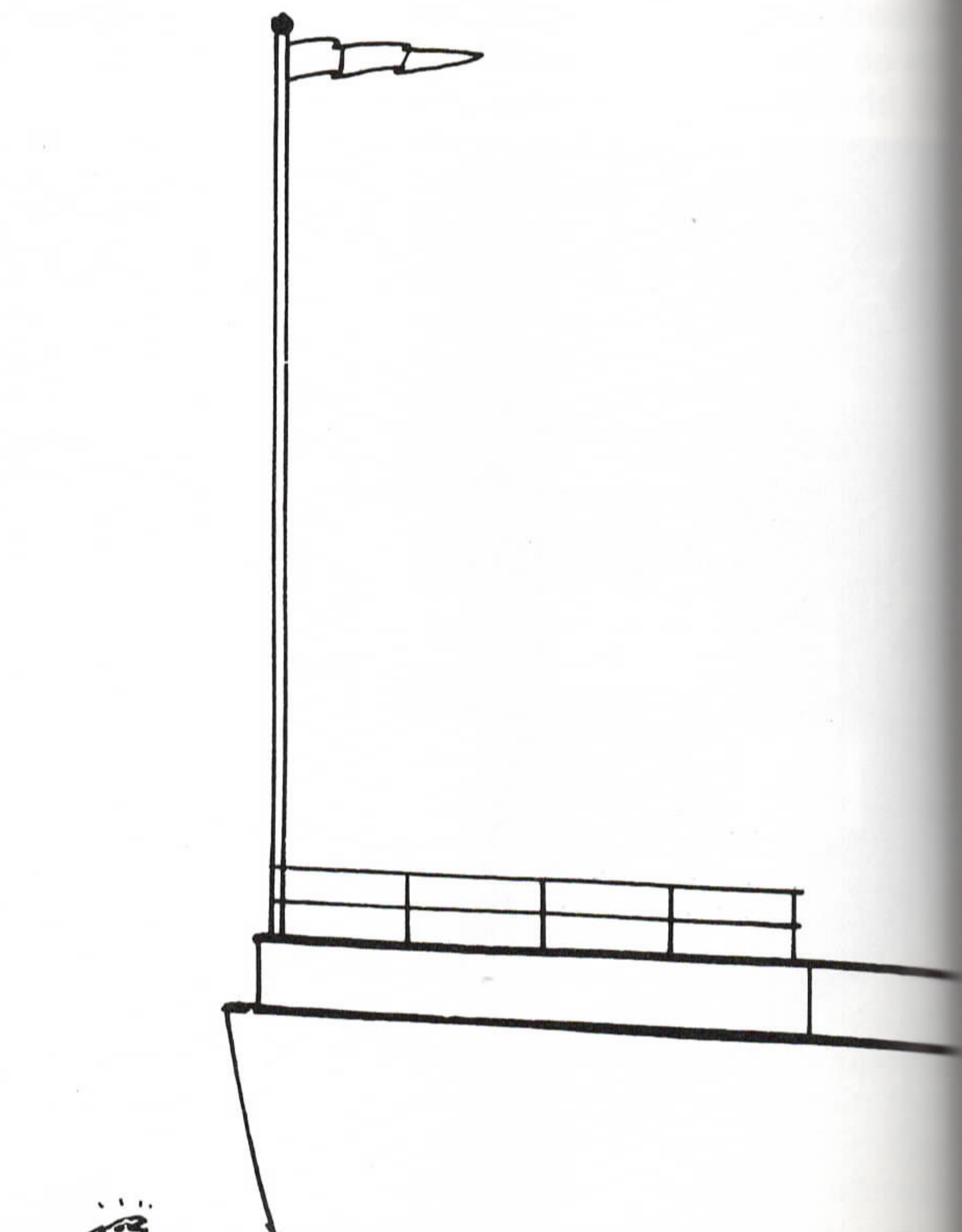
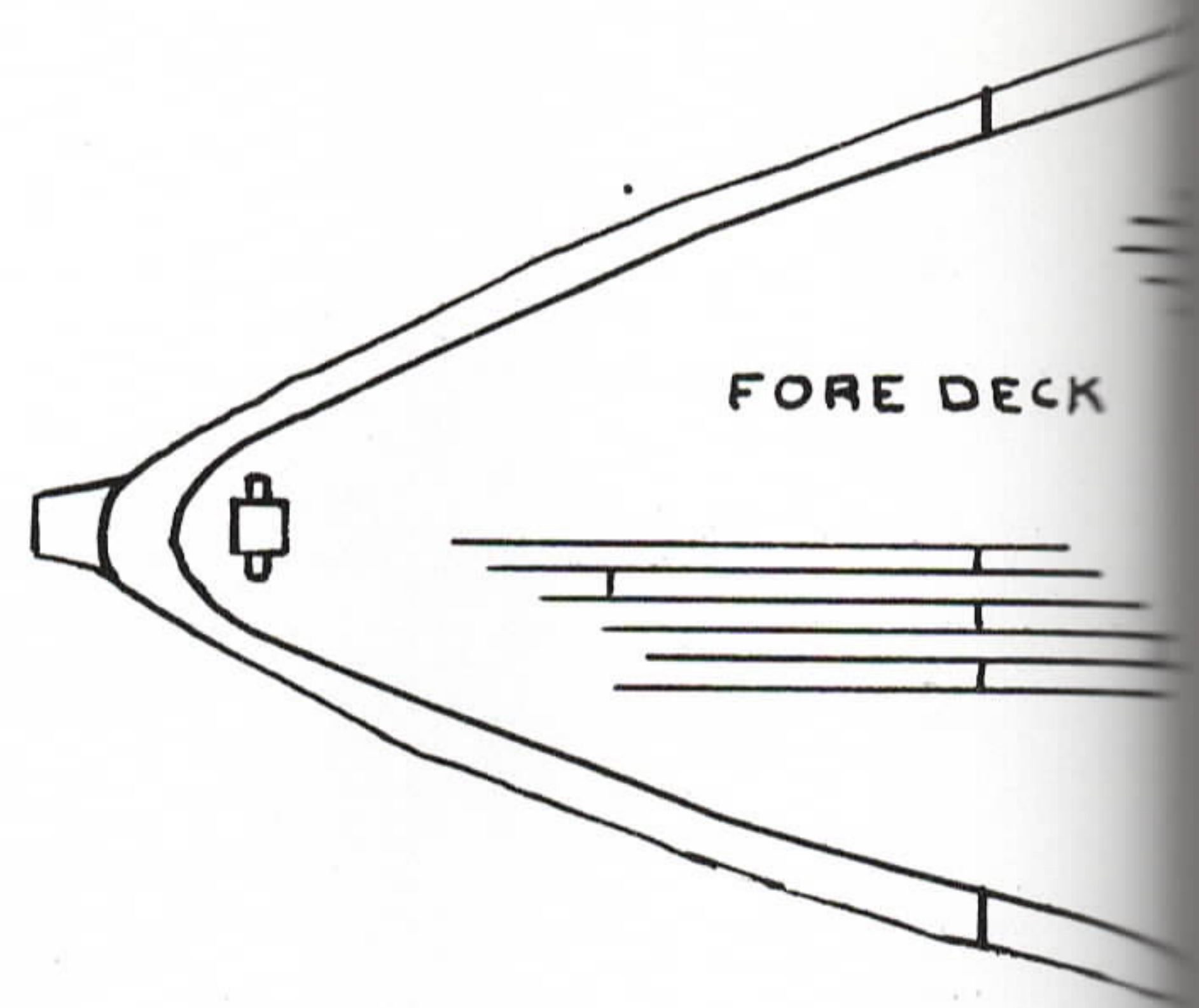


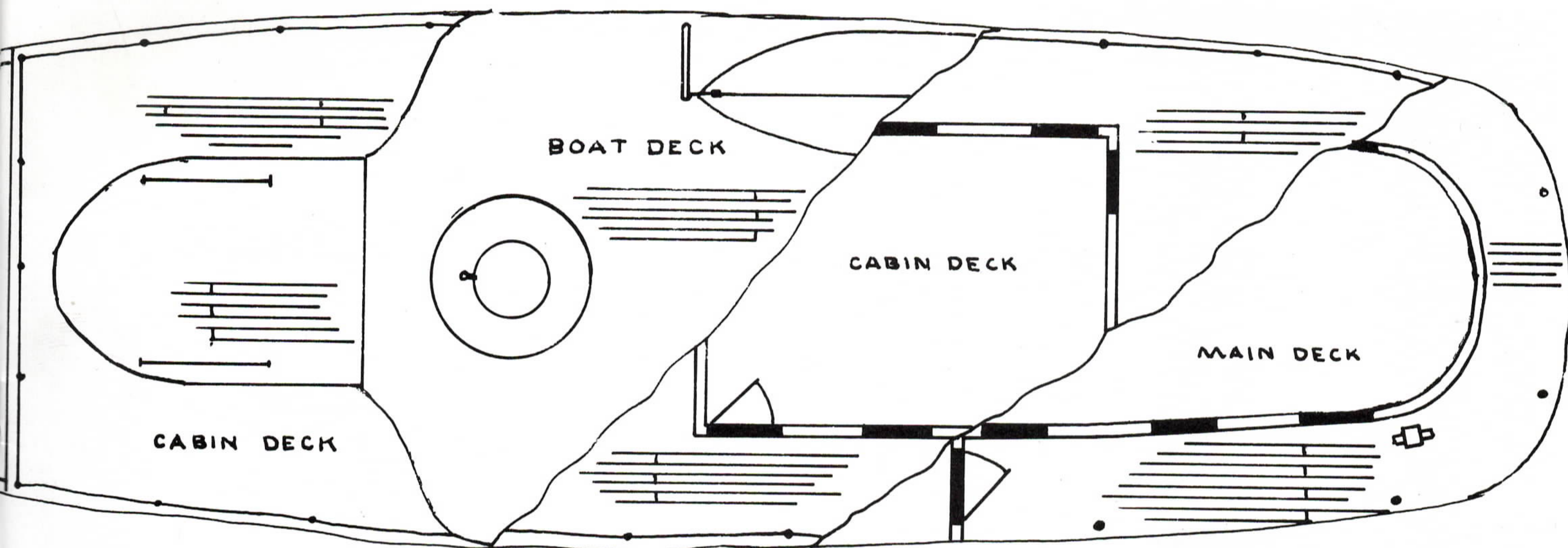
The Shoshoni's pilot house and name board.

Railroad passenger car seats are used for the steamer passengers.



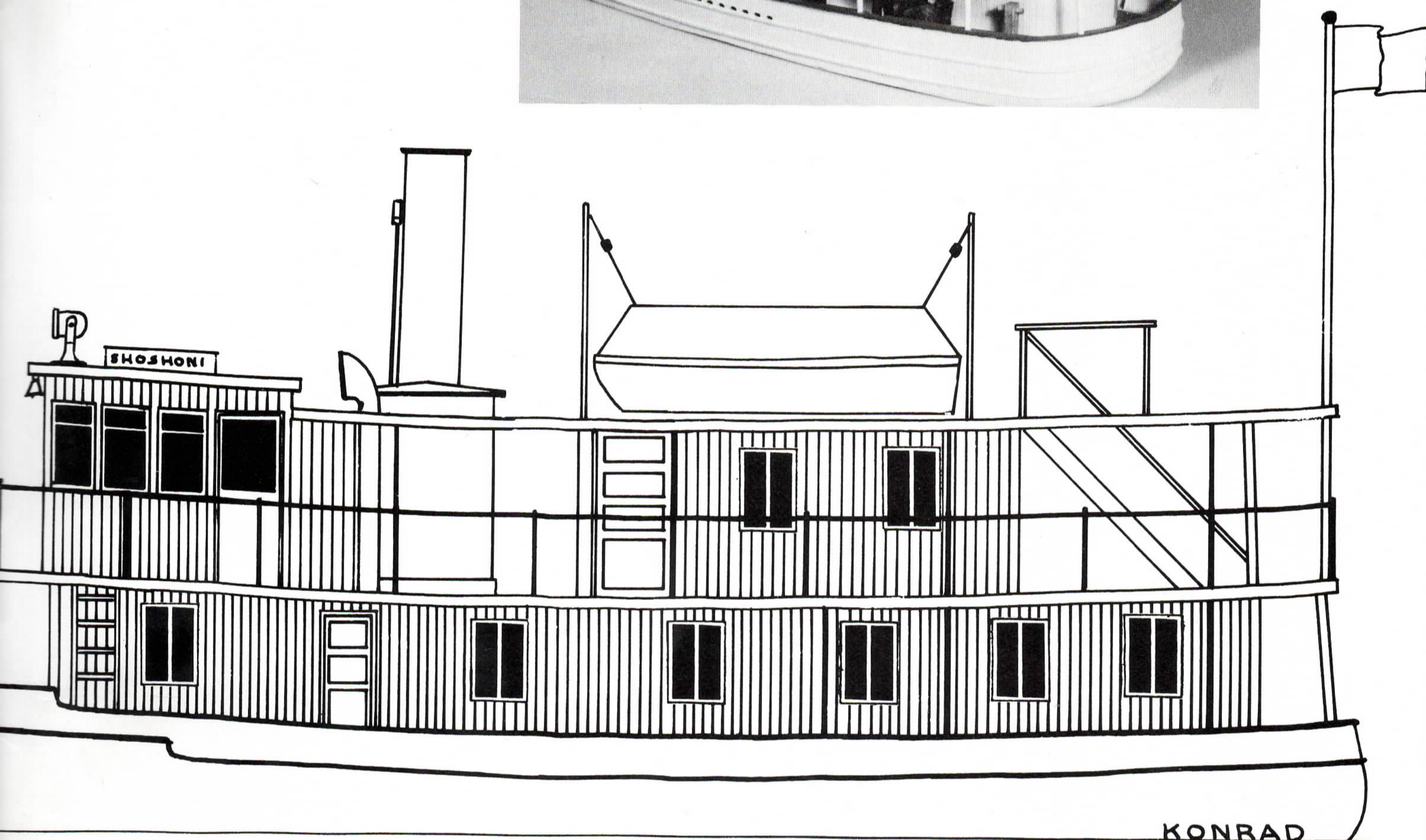
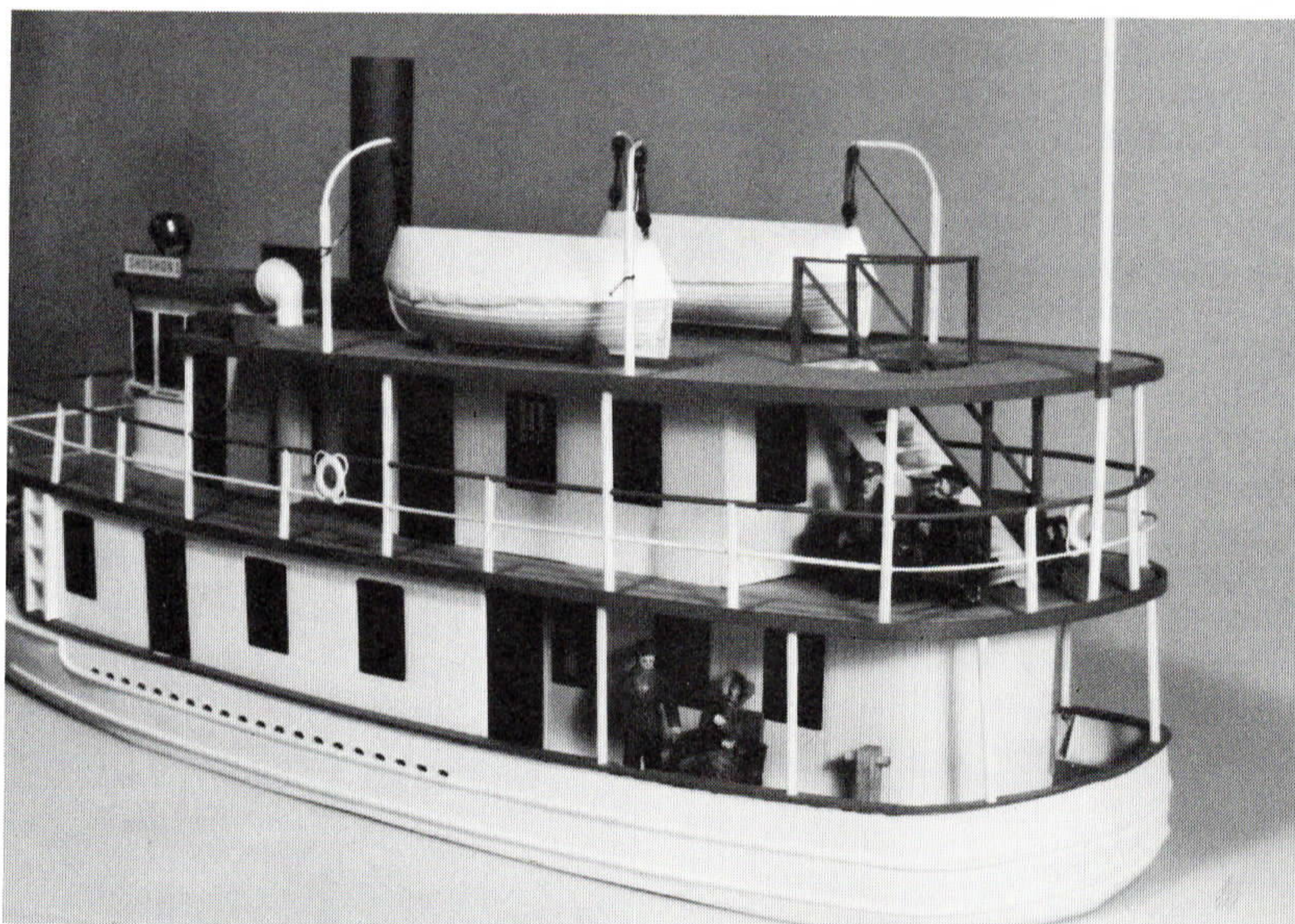
HO Scale





Left: The figures add life to the Shoshoni. The author plans to run his railroad out onto a dock to meet the steamer.

Right: The windows of the curved pilot house are made of plastic.

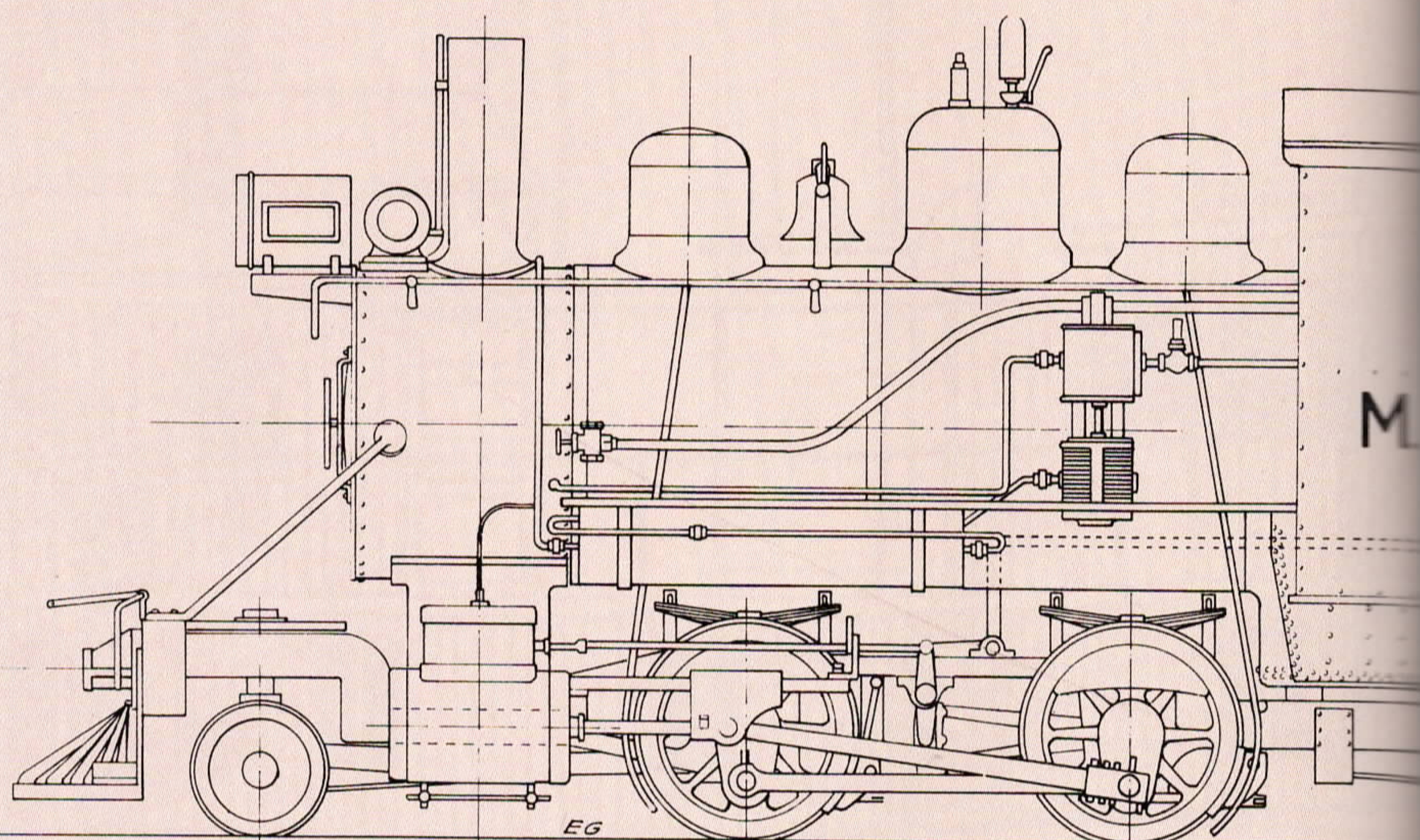
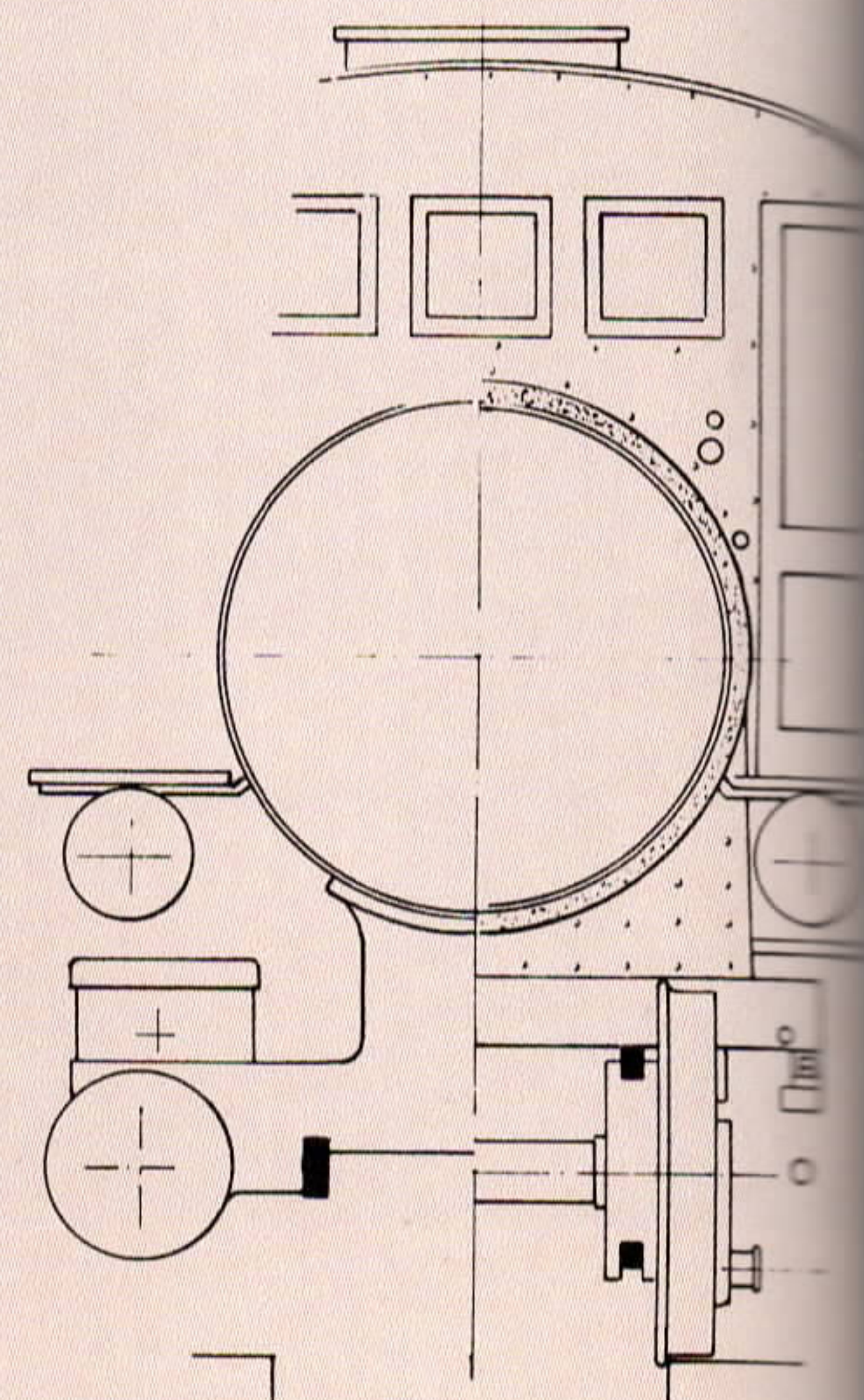
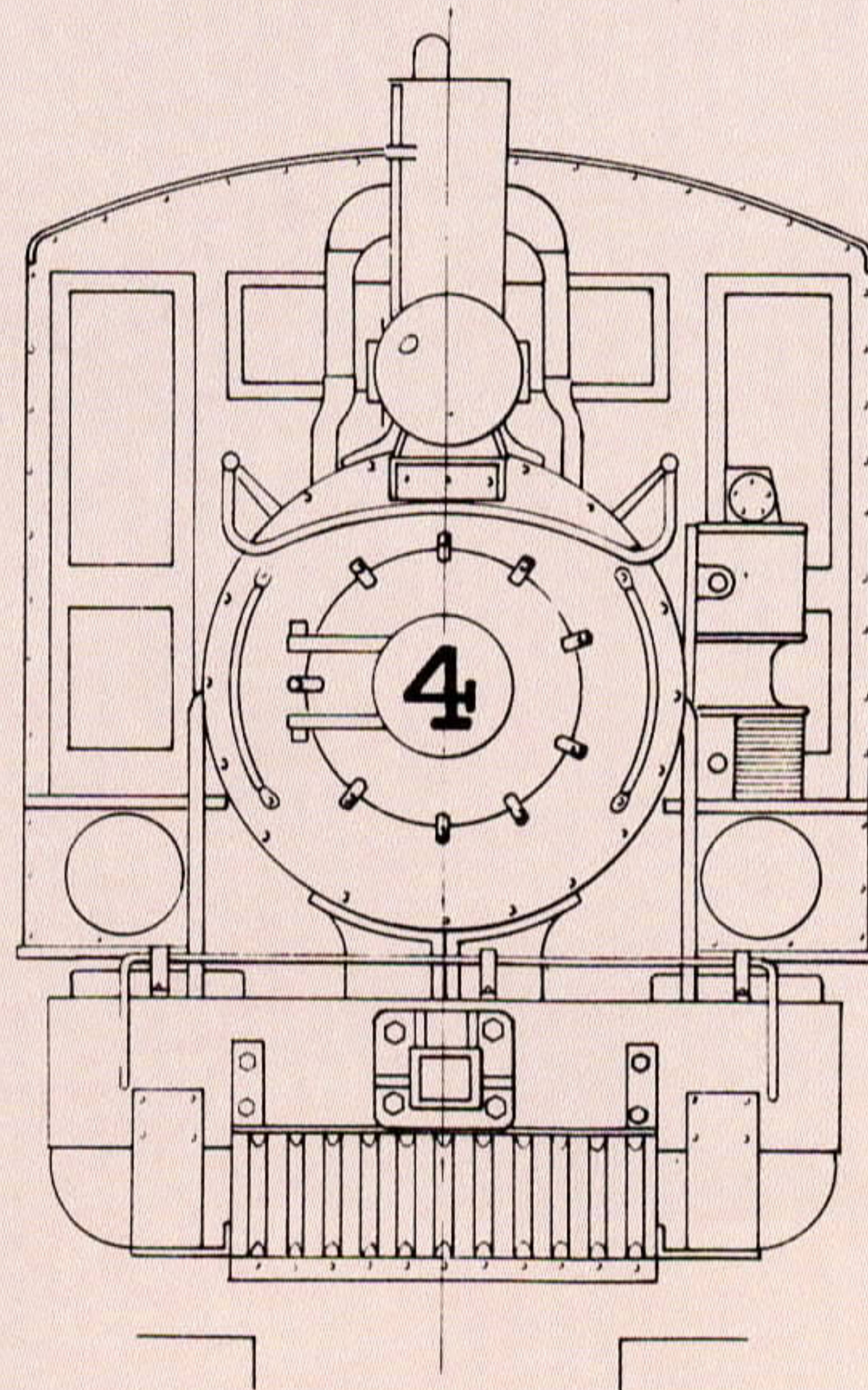


MAGMA ARIZONA COPPER COMPANY #4

by Ed Gebhardt

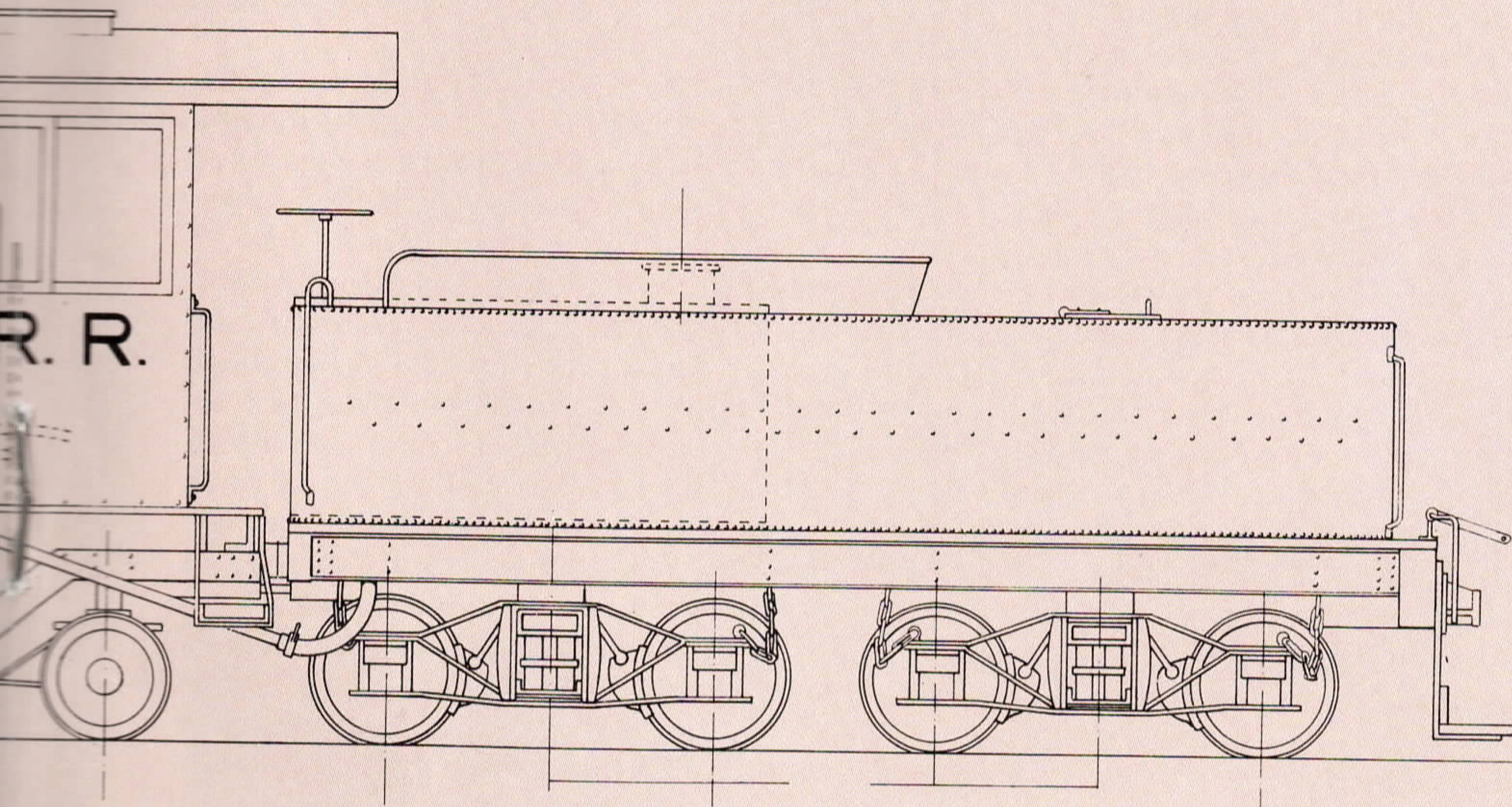
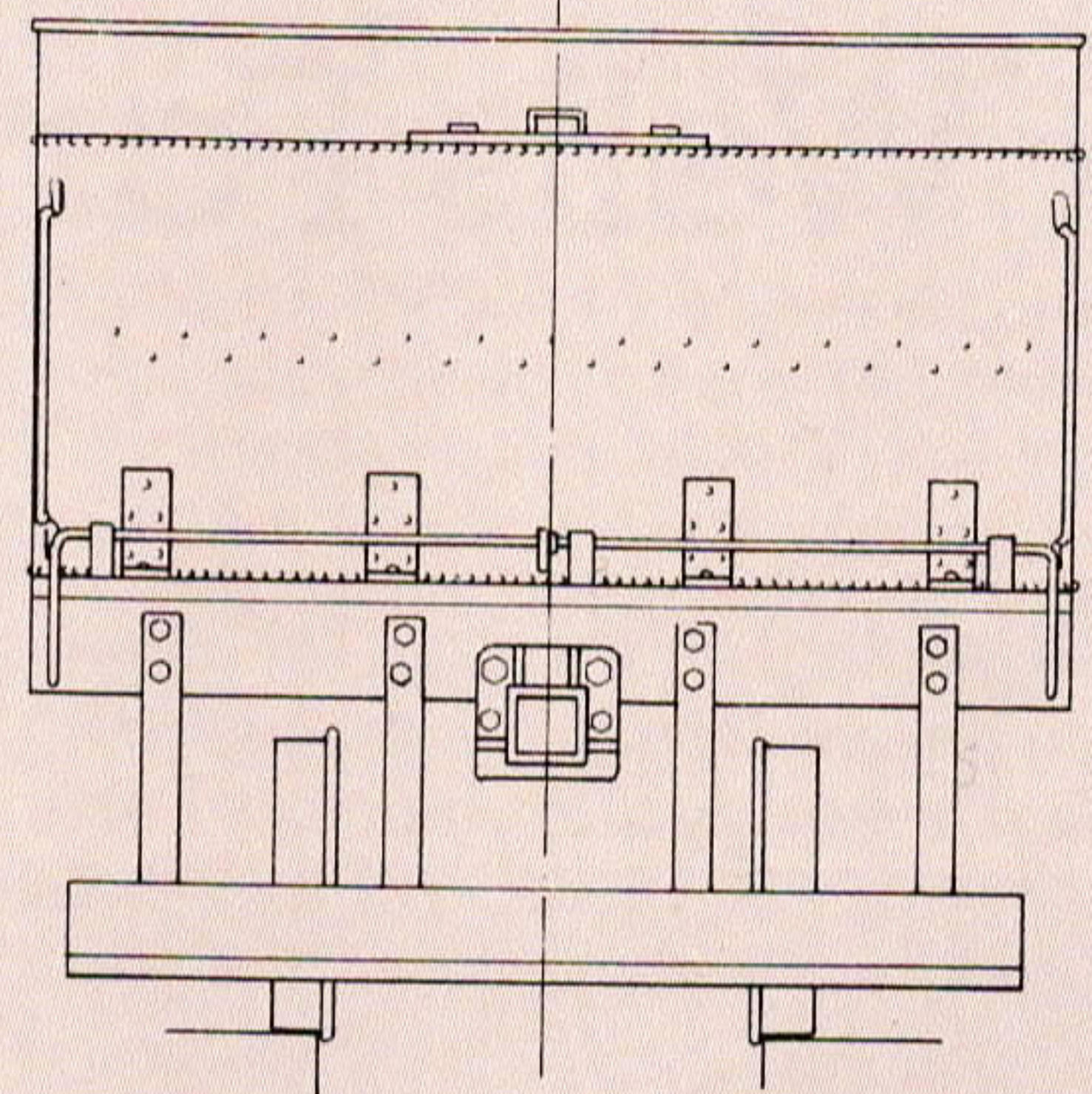
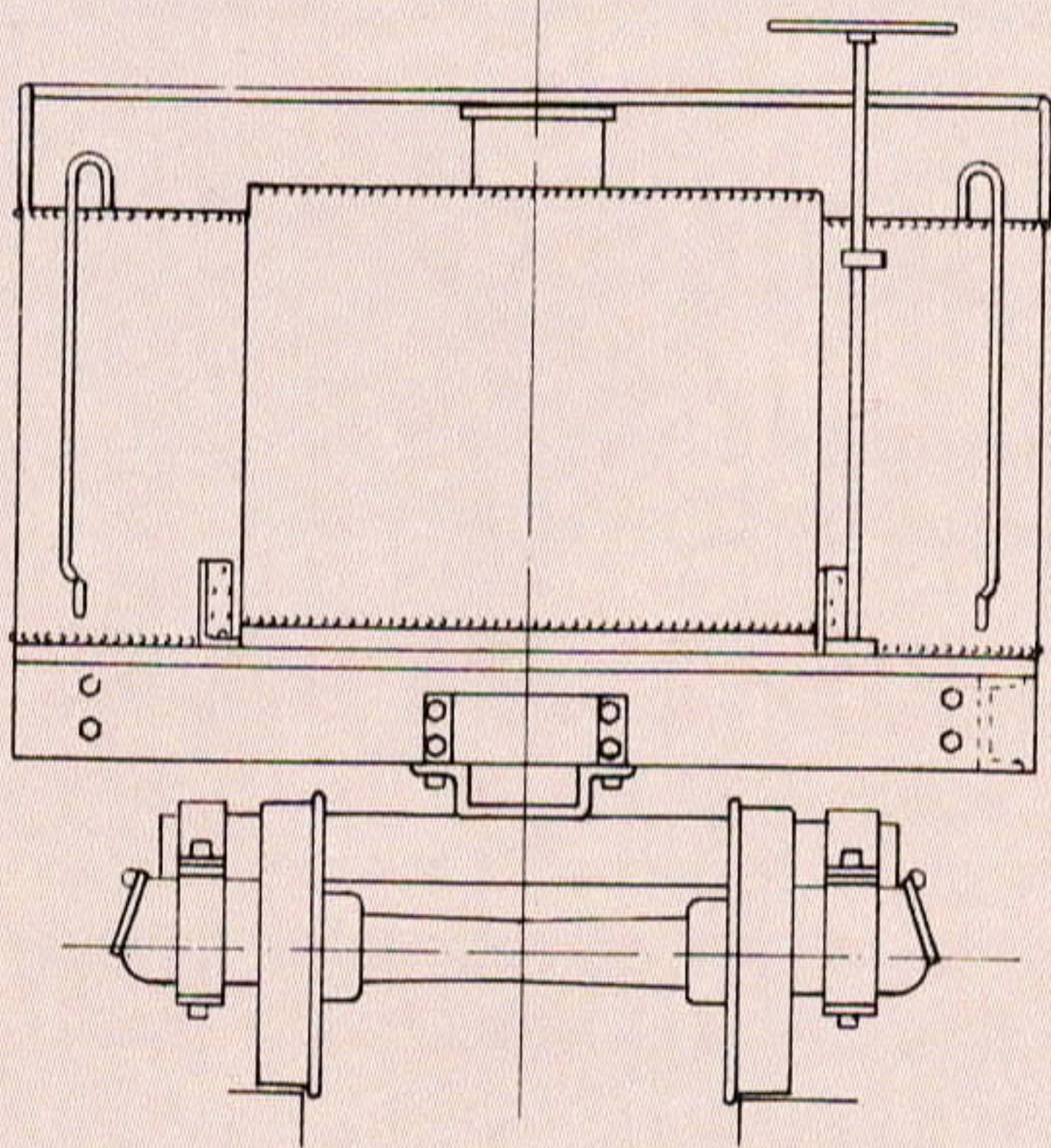
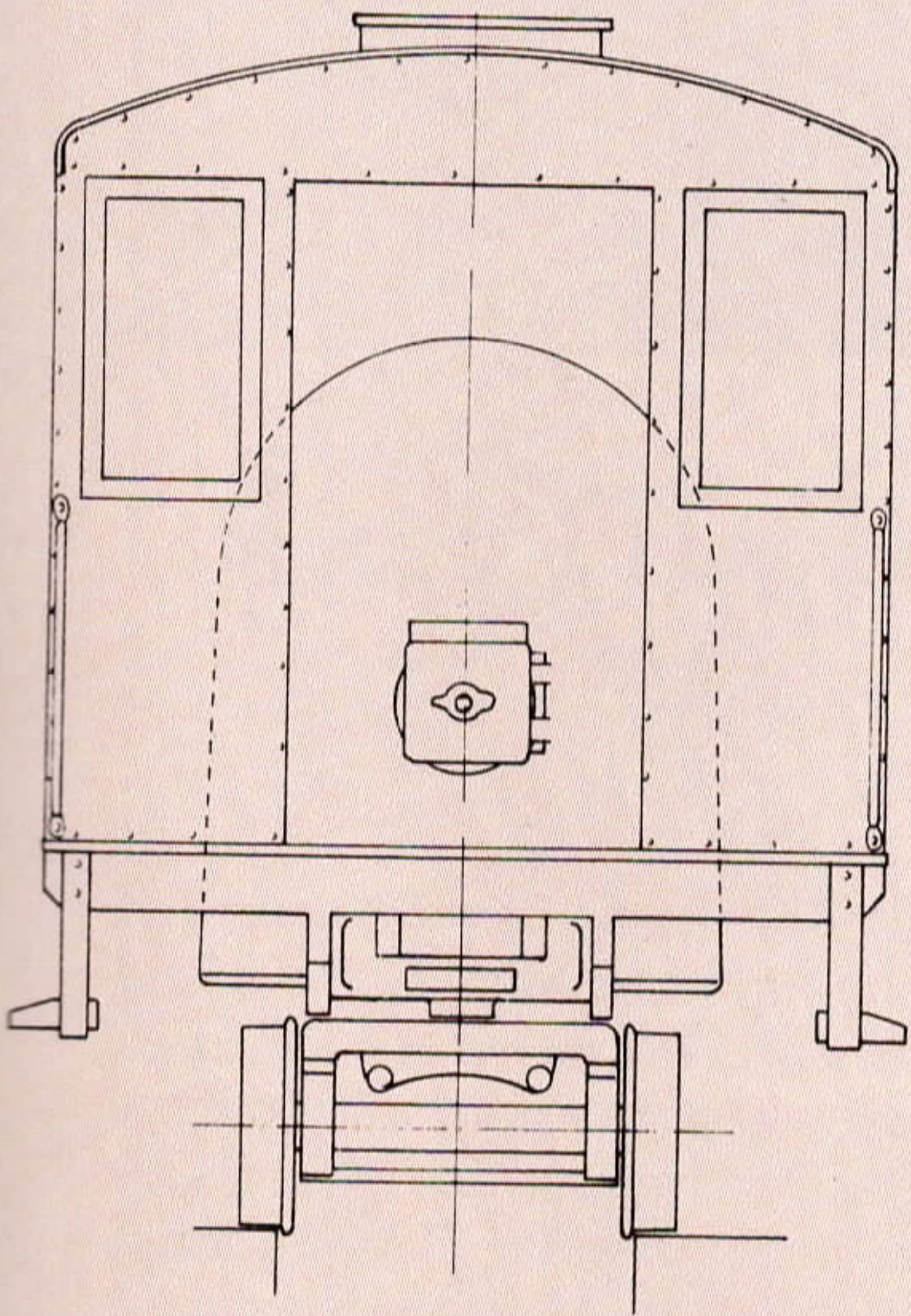


The 2-4-2 wheel arrangement was not very common. This little engine was built by the American Locomotive Works (Cooke) in 1917. It was #4 on the narrow gauge roster of the Magma Arizona Copper Company. There were three other narrow gauge locomotives on the Magma roster. One and two were 2-4-2T engines while 34 was almost identical to the #4. When built the engines were elaborately striped and lettered. My drawing shows the engine lettered simply and economically as it would have been in later years. The engines were built with wooden pilots which were replaced with boiler tube pilots. All of the engines burned oil.

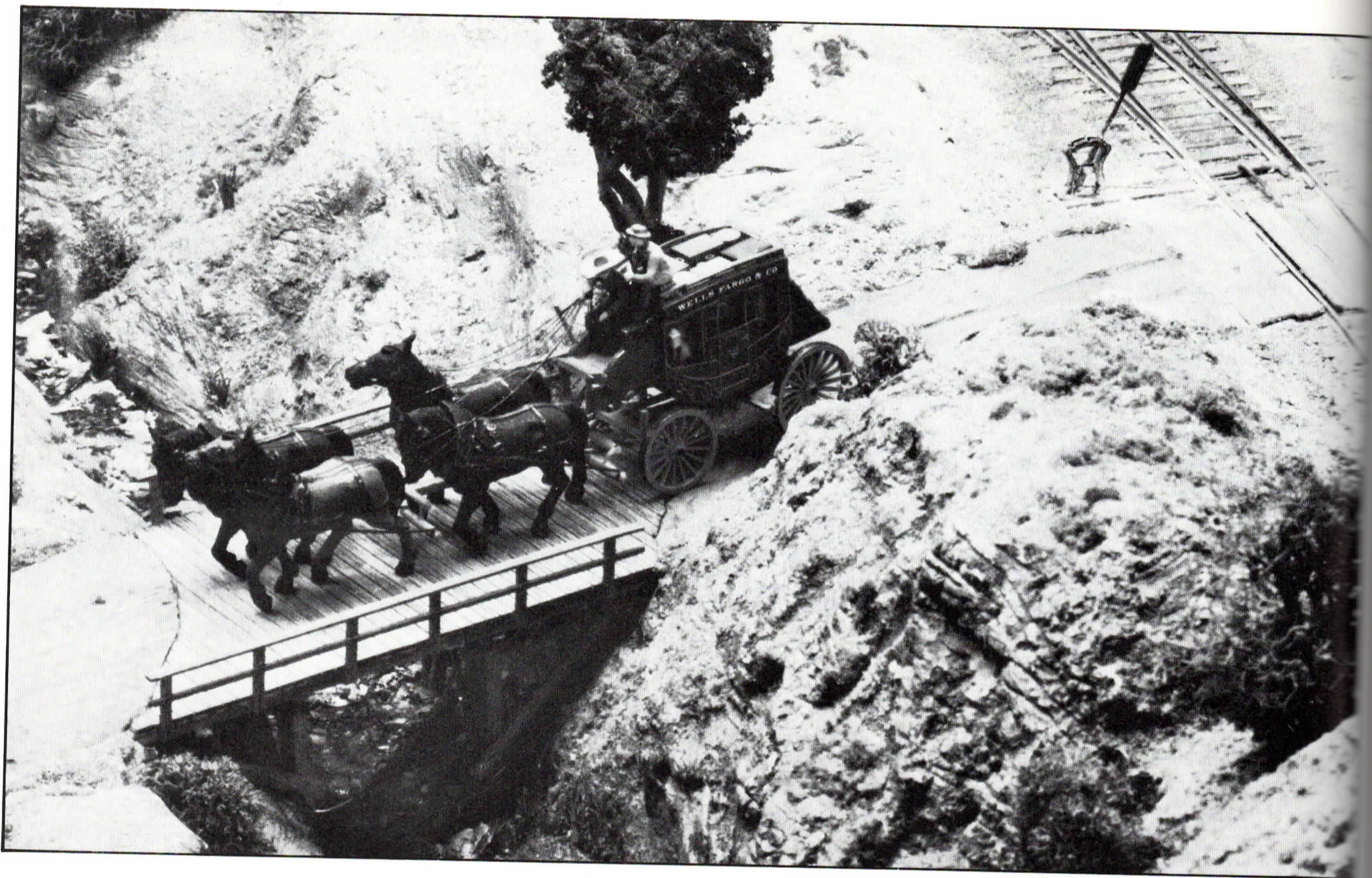




Photo, collection of Harold K. Vollrath



Scale: 1/4 inch = 1 foot



A Wells Fargo Concord Coach in HO

by Annemarie Sicherer-Roetman
Photos by Carel Sicherer

The beginning of the end for stagecoaches in the western U.S. came with the Gold Spike Ceremony at Promontory Point, Utah on May 10, 1869. Until then it took three weeks to reach the Pacific Coast from St. Louis by stagecoach. With the coming of the railroad, such a journey was accomplished in a matter of days. However, until late in the 19th century, stagecoaches were used to connect railroads with remote areas and the Concord coaches went everywhere that railroads did not.

The town of Twin Trees on my HO scale Silver Creek Railroad has a twice-a-week stagecoach service up to the surrounding mining communities. I wanted a stagecoach for my stageline and the only one I could find was an HO model made by the German firm of Preiser. This stagecoach is sold with either two or six horses. Since I planned to replace the horses I chose the two-horse set.

I was not satisfied with the non-detailed paint job on the coach and I felt some of the parts on the coach were too coarse so I decided to rebuild my stagecoach. As with all Preiser wagons, the coach has a molded plastic body with metal wheels. The coach body is well molded but the underframe is not correctly proportioned. Comparing the model with photos of prototype Concord stages showed that the model sat too high on its wheels. The wheel base was also too

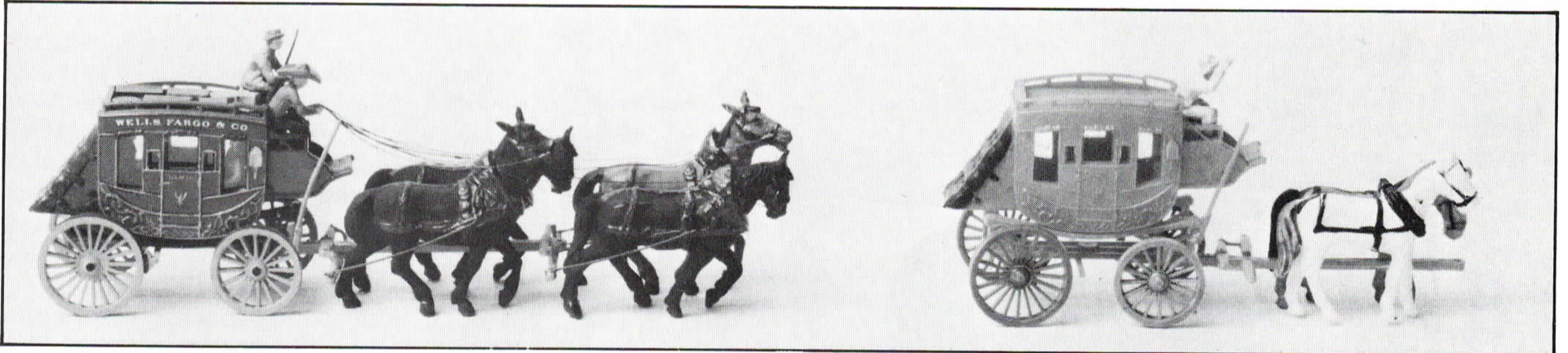
short and the axles were too long. I started by cutting apart all of the individual parts Preiser had glued together. This resulted in two horses, one driver, wheels, axles, underframe, body sides and roof in one piece, and the body base. I modified the underframe by cutting the "leather" springs from the frame and reducing them to about half of their original height. The frame was cut through crossways in the middle and a small piece of styrene was used as a "splint" to re-fasten the two pieces of the frame together about 3mm longer that it had been. I installed Kemtron #6366 brake shoes on the ends of the brake beams and fashioned new double-trees from small pieces of styrene strip. These were glued at the front of the horse shaft to accommodate the two additional horses I wanted to add to my coach. At this point I painted the underframe yellow. The springs were painted black and glued between their supports. I cut off the small inside rings on the wheels and drilled new shallow holes. Then the wheels were painted yellow with black centers and tires. The axles were cut about 3mm shorter, slipped into the frame and the wheels were glued back on the axles with ACC.

Title photo: The Wells Fargo coach crossing Silver Creek on the author's layout.

The body base and sides were painted dark red. The top was painted brown and the back cover and the rolled curtains dark gray. I dry-brushed the sides with yellow paint to bring out the cast-on detail. Clear acetate was used to glaze the windows through which the three Preiser figures I added can be seen. I then fastened the base to the body and lettered the coach; this was the hardest part of the whole conversion. I used individual Walther's Railroad Roman decals for the lettering.

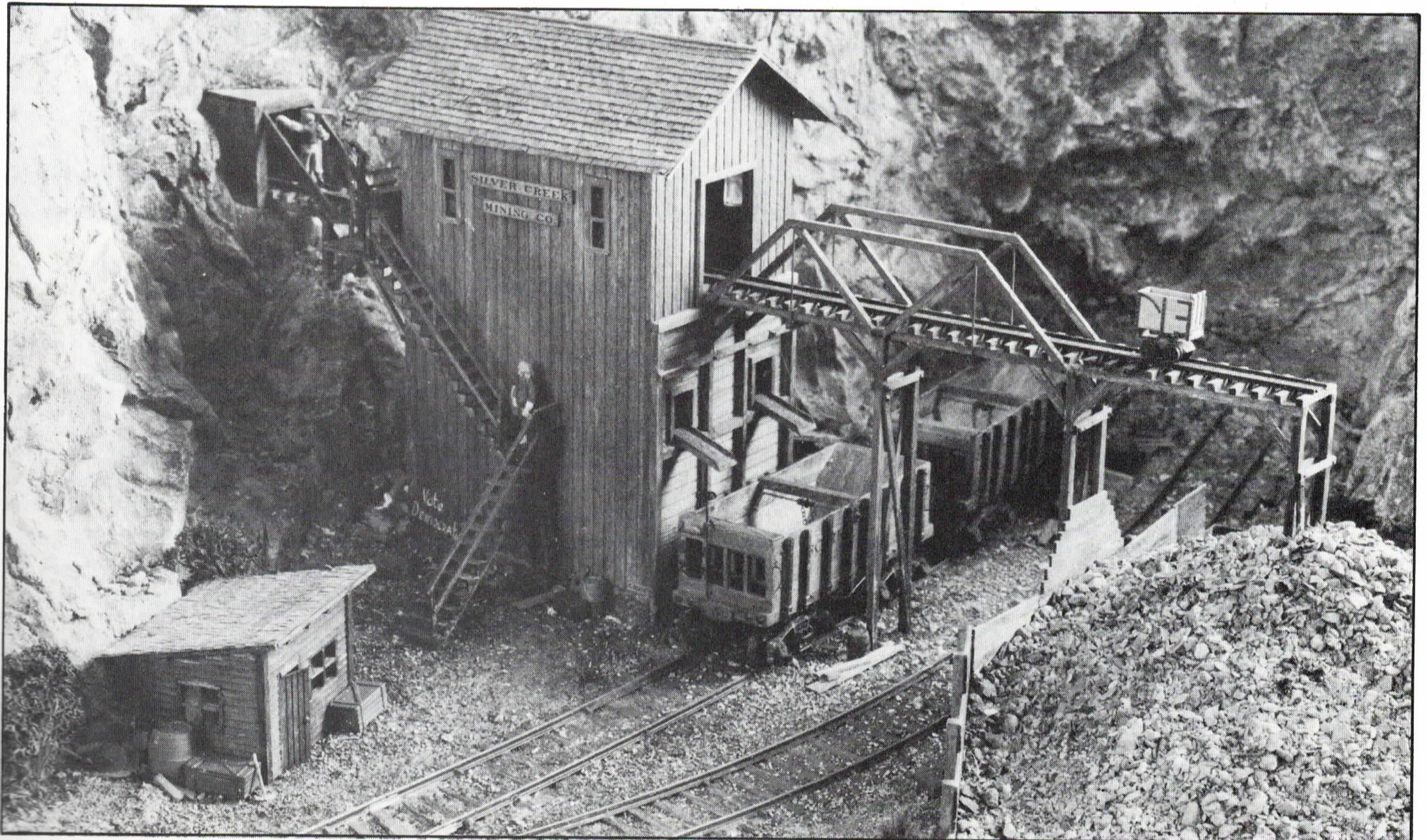
The coach body was positioned on the frame so the back was right above the rear axle. Two more Preiser figures were hired as a driver and armed guard. The driver was scalped and dressed up with a SS Ltd. cowboy hat. The guard was equipped with an SS Ltd. rifle. I put some Jordan and Preiser baggage on the roof of the coach and added four horses from an un-painted Preiser set #327. Their collars were filed down a bit; one was painted brown while the others were painted black. The harnesses were all painted black. Copper wire painted black was used for the reins.

After the photos had been taken I lightly weathered the coach with some dry pigments. I hope I have shown you how a few modifications to a stock Preiser stagecoach can result in a nice looking model for a turn-of-the-century model railroad such as mine.



These three photos show a stock Preiser HO stage coach along side the author's modified model. Notice the detail on the modified model.

The Silver Creek Mine on the author's Silver Creek Railroad. A stage line runs twice weekly from the Silver Creek Railroad to remote mining communities in the mountains. The author modified a Preiser HO coach into the nicely detailed and accurate Wells Fargo coach for use on this line. The mine is from Timberline, the cars are from Classic Miniatures, and the ore car is from Durango Press.



TWO COLORADO

by Heather Clark

CONOCO TANK CAR #8



The author's HOn3 tank car rounding a curve behind C&S #74.

I decided to use a Model Die Casting tank car body with running boards and ladders as the basis for my HOn3 CONOCO #8. The cast-on grab irons were scraped off with an X-Acto knife and replaced with Detail Associates grab irons. The brake wheel, chain and brake cylinder are from my junk box as are the diamond shape placard boards attached to the bottom of the running boards.

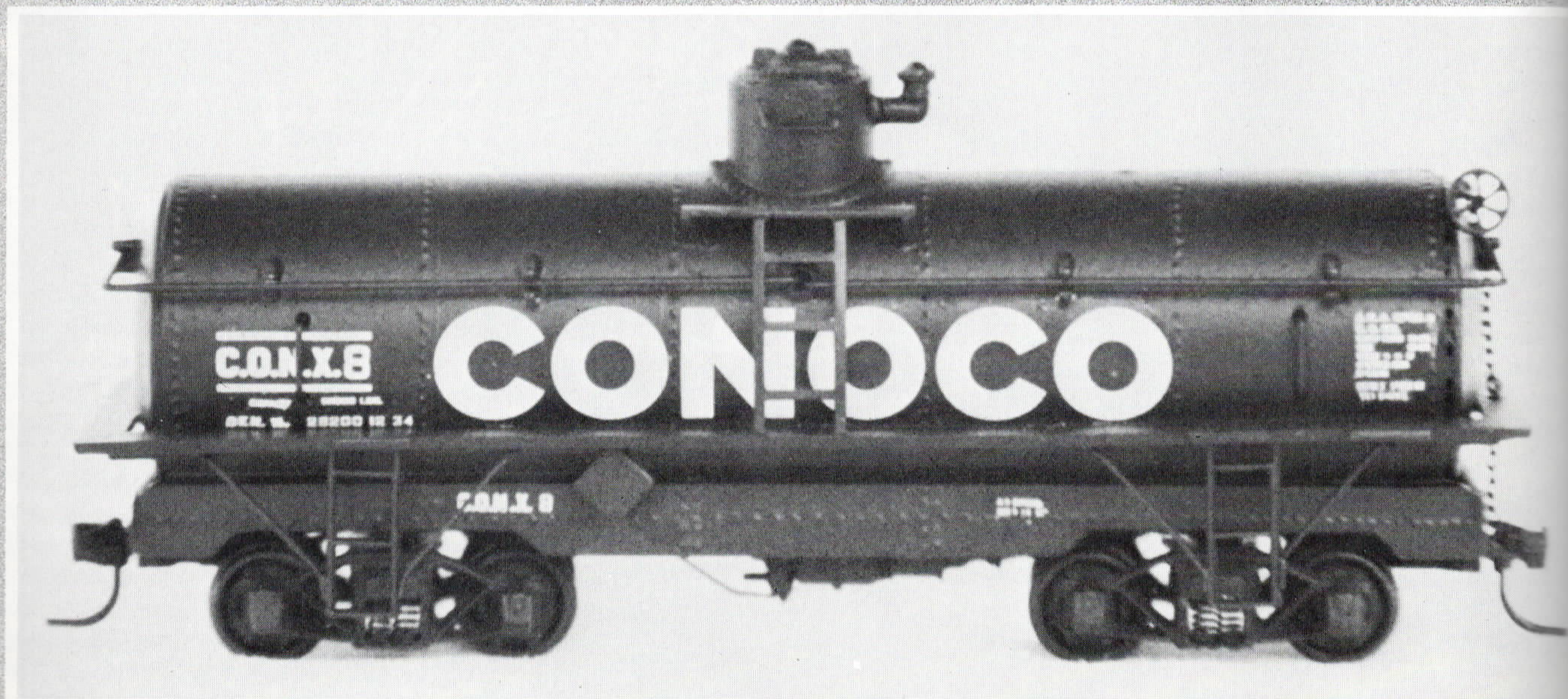
The frame is scratch-built using styrene scraps from my scrap box. Plans from the November/December 1980 **GAZETTE** (out of print) were used along with photos and an article on kit-bashing tank cars from that same issue. The frame was built to take Central Valley narrow gauge trucks and Kadee #714 couplers. The stirrup ladder supports were cut from styrene and glued in place with Testors liquid cement. Super Glue was used for the grab irons and back to frame attachment.

I airbrushed Floquil Primer on the model and let it set for 24 hours. A coat of Floquil Engine Black was then airbrushed on and allowed to dry for around 48 hours. Thin decal was then applied with my usual painstaking patience. After the decals had dried a light spray of Testors Dullcoat was applied to the entire model.

The ladder from the lower platform to the upper platform was added last. It was cut from brass ladder stock and brass painted before being glued in place with Super Glue.

This model took me about twelve hours to complete. It is an easy two or three evening project. So come on, girls. Show your husband or boyfriend that you can do more than build trees or simple plastic kits.

The completed HOn3 CONOCO #8 tank car.



SOUTHERN CARS

Photos by the author

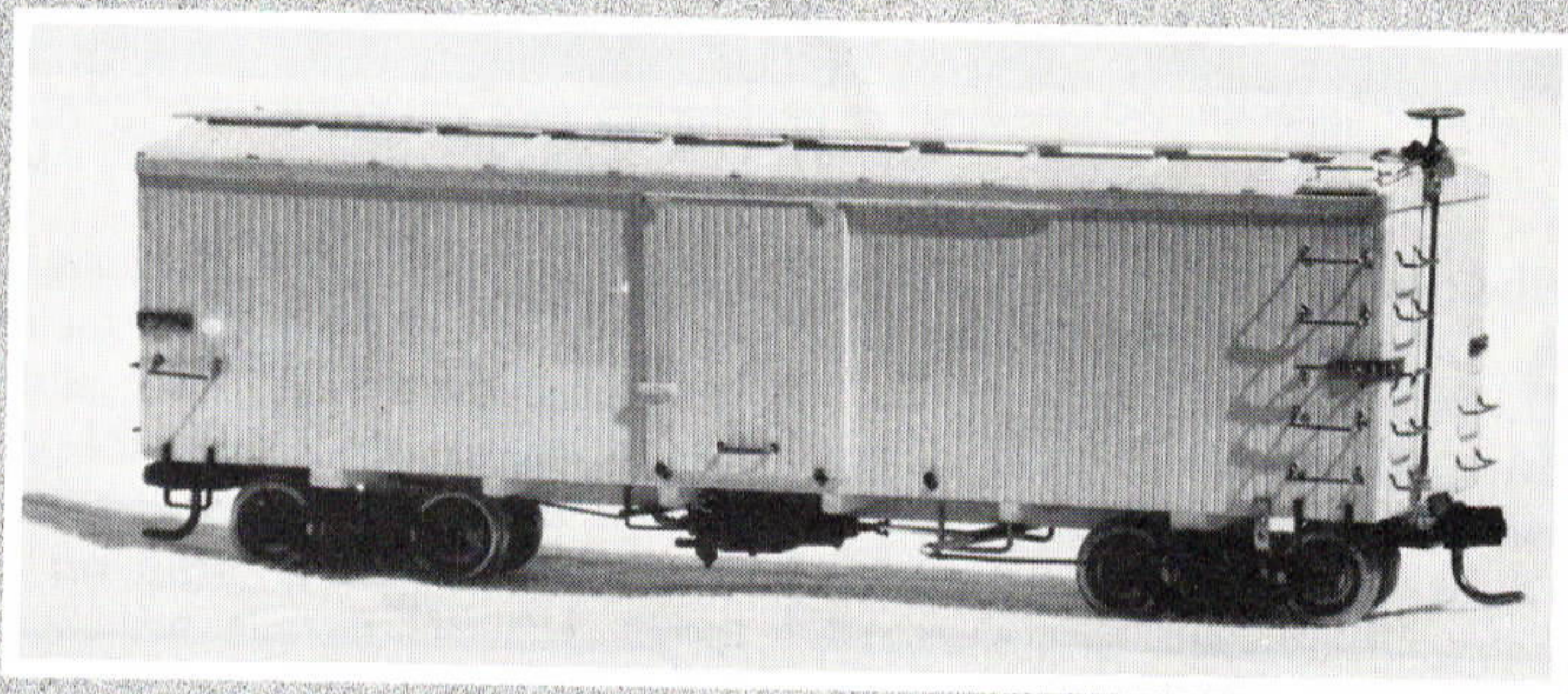
C&S STEEL UNDERFRAME BOXCAR

If you want to model the C&S you will need several steel underframe cars. Since I model the C&S and there are no HOn3 kits for these cars, I scratch-built this boxcar and am working on several more boxcars. After that, I plan to build some gondolas. I used the C&S boxcar plans from the September/October 1980 **GAZETTE** (out of print). Harry Brunk's articles on the Clear Creek line have been very helpful in modeling my C&S narrow gauge freight cars. My thanks to him and please keep them coming, Harry.

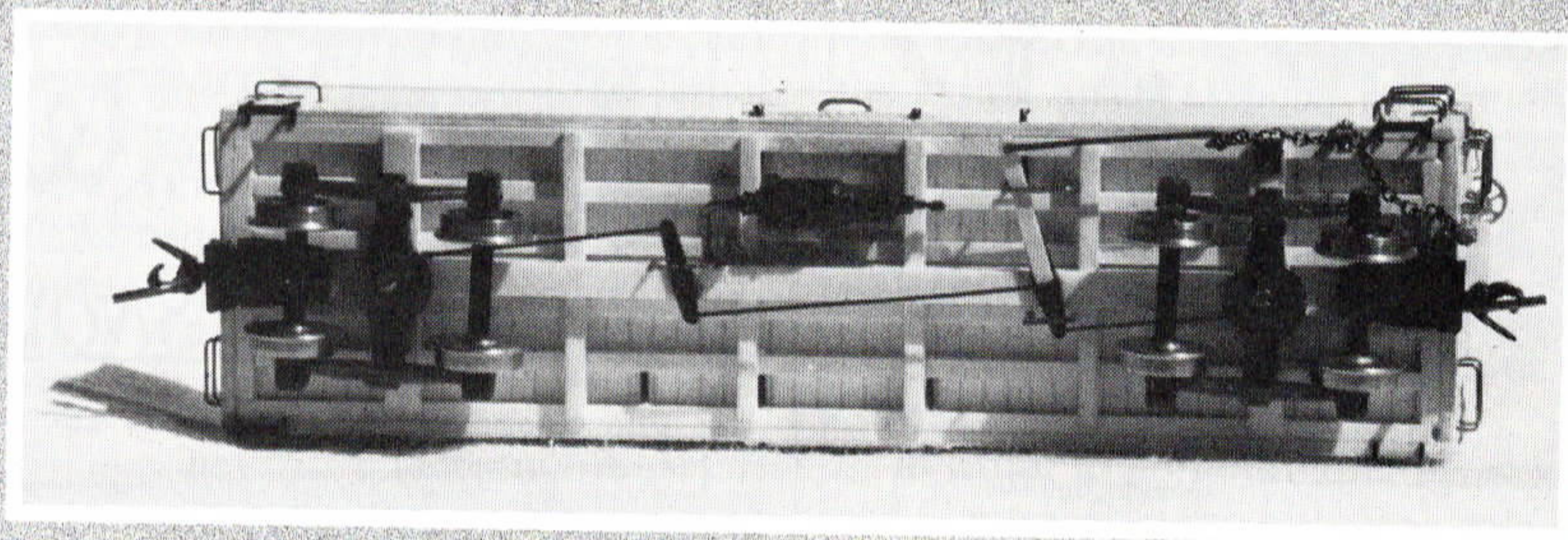
I started with the frame and the floor, using scribed styrene sheet and styrene strips. The floor was marked with a #2 pencil for the frame bracing. After the parts were all cut out, they were glued together with Testors liquid cement. The truck bolster holes were then marked out and drilled.

The side and end walls were then laid out. The door openings were drawn in and cut out. A jig made of brass was used to lay out and drill the holes for the Detail Associates grab irons. Next, the doors were measured and cut out and attached to the car sides and finally the door guides (HO spikes) were added. The door hangers are styrene and the corner straps are brass strips with rivet impressions punched into them. The stirrup steps are Grandt Line parts. I braced the insides of the car body corners for strength and glued the walls together, again using Testors cement. A main roof brace was also glued lengthwise across the top of the car.

I used a "nine-ribbed" roof on this car, but before I put the roof on I installed a weight in the car. The roof is made of a sheet of styrene with added styrene ribs. Small notches were filed out at the peak of



The completed C&S box car waiting for the paint shop.



The underframe showing the C&S brake rigging which runs on the outside of the car at one end.

Below: The completed and weathered C&S car.

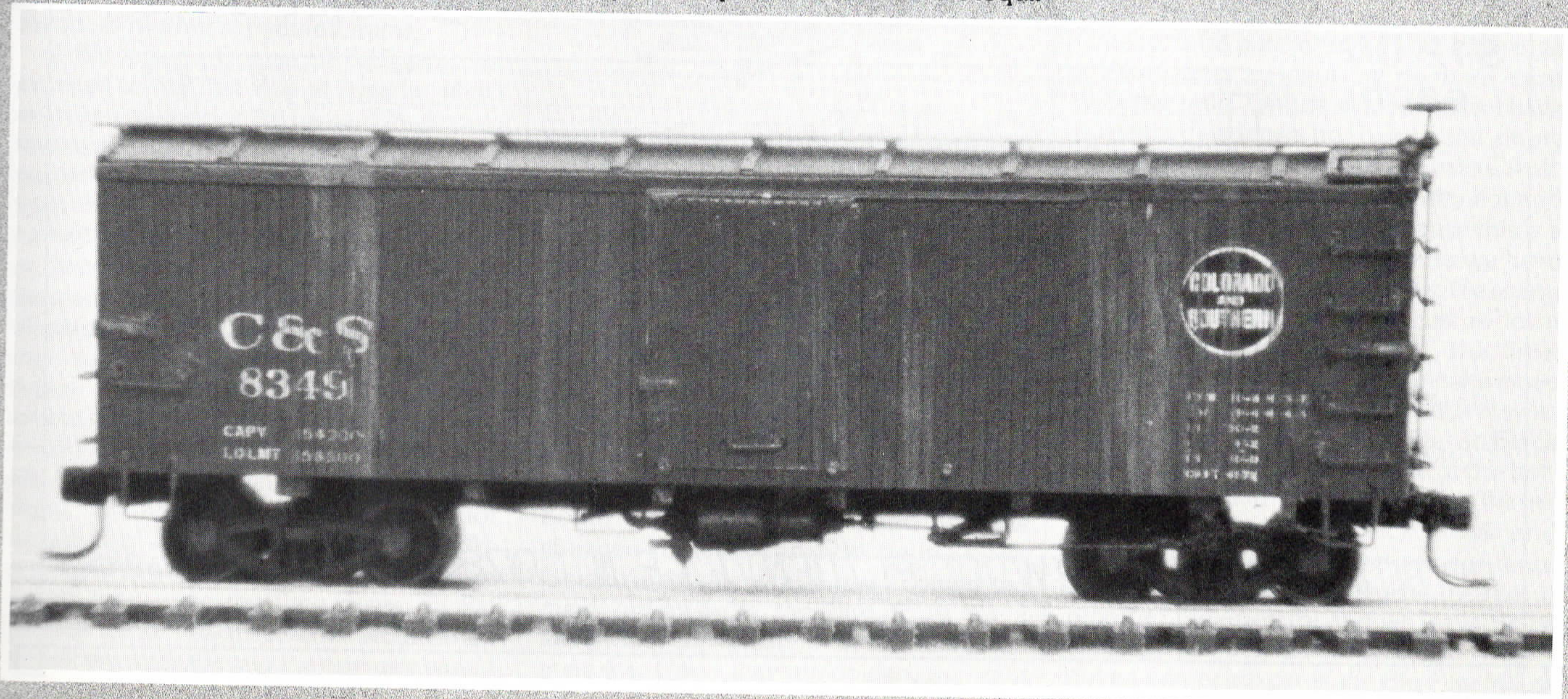
the roof ribs for the roof walk supports. These supports were made from small pieces of styrene which were glued down and sanded flush and square. The roof walk is a single piece of scribed styrene.

Next I went back and added Kadee #714, HOn3 couplers and laid out the brake rigging. I used a Cal-Scale brake set and followed the diagram which came with the set. I used a piece of styrene strip to extend the linkage arm so the rod and chain could be connected as per C&S practice. Grandt Line trucks were used.

My car was primed with a coat of Floquil

Primer and painted with two coats of Floquil Box Car Red. Each coat was allowed to dry for 48 hours. The car was lettered with Micro Scale decals and sprayed with Testors Dullcoat and allowed to set for 48 hours. Weathering was applied with a brush and dirty thinner.

The finished box car won third place in freight cars at the NMRA-PNR Regional convention in Eugene, Oregon in 1983. Building this car in styrene has shown me just how easy it is to work with this material. I plan to build many more styrene cars.



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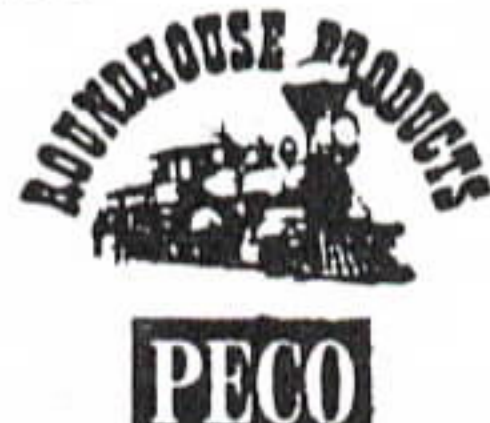
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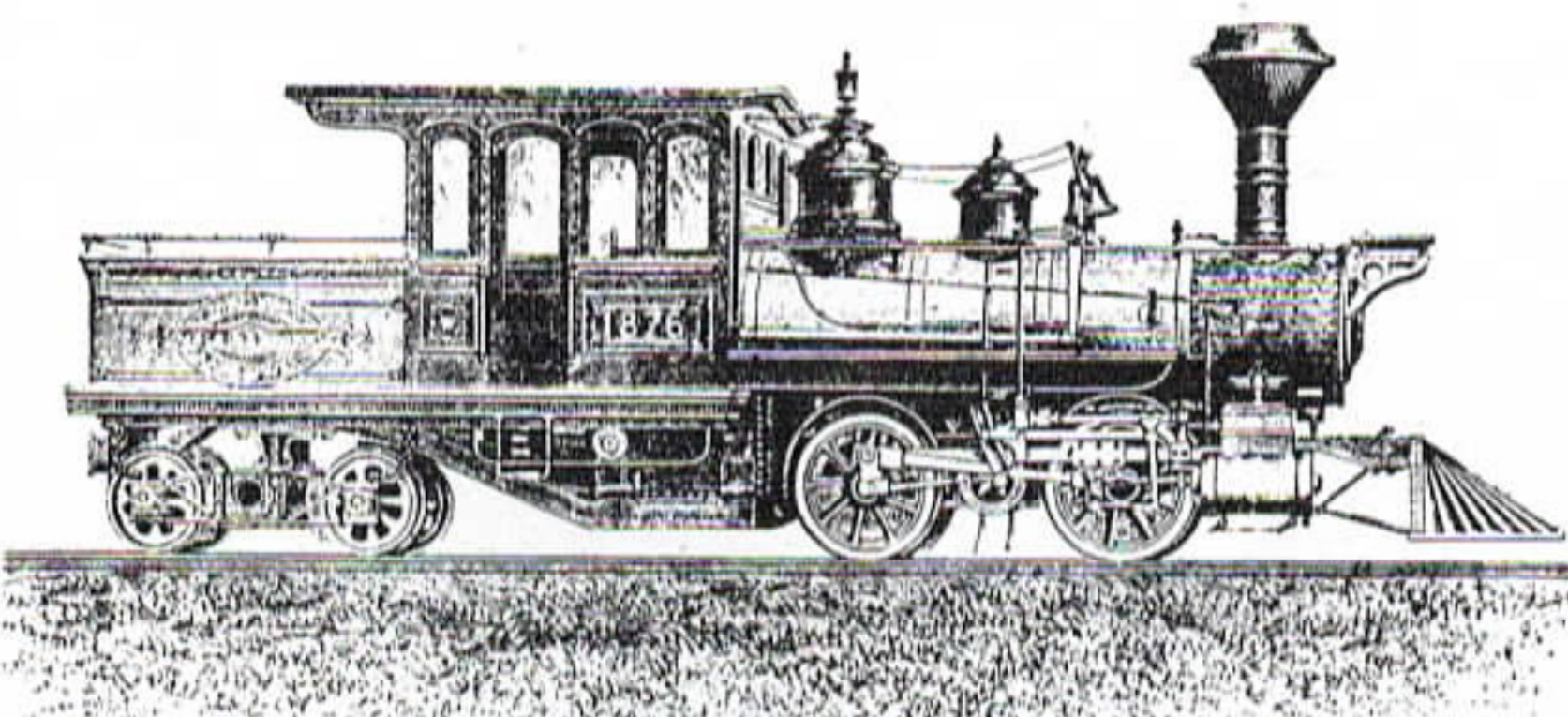
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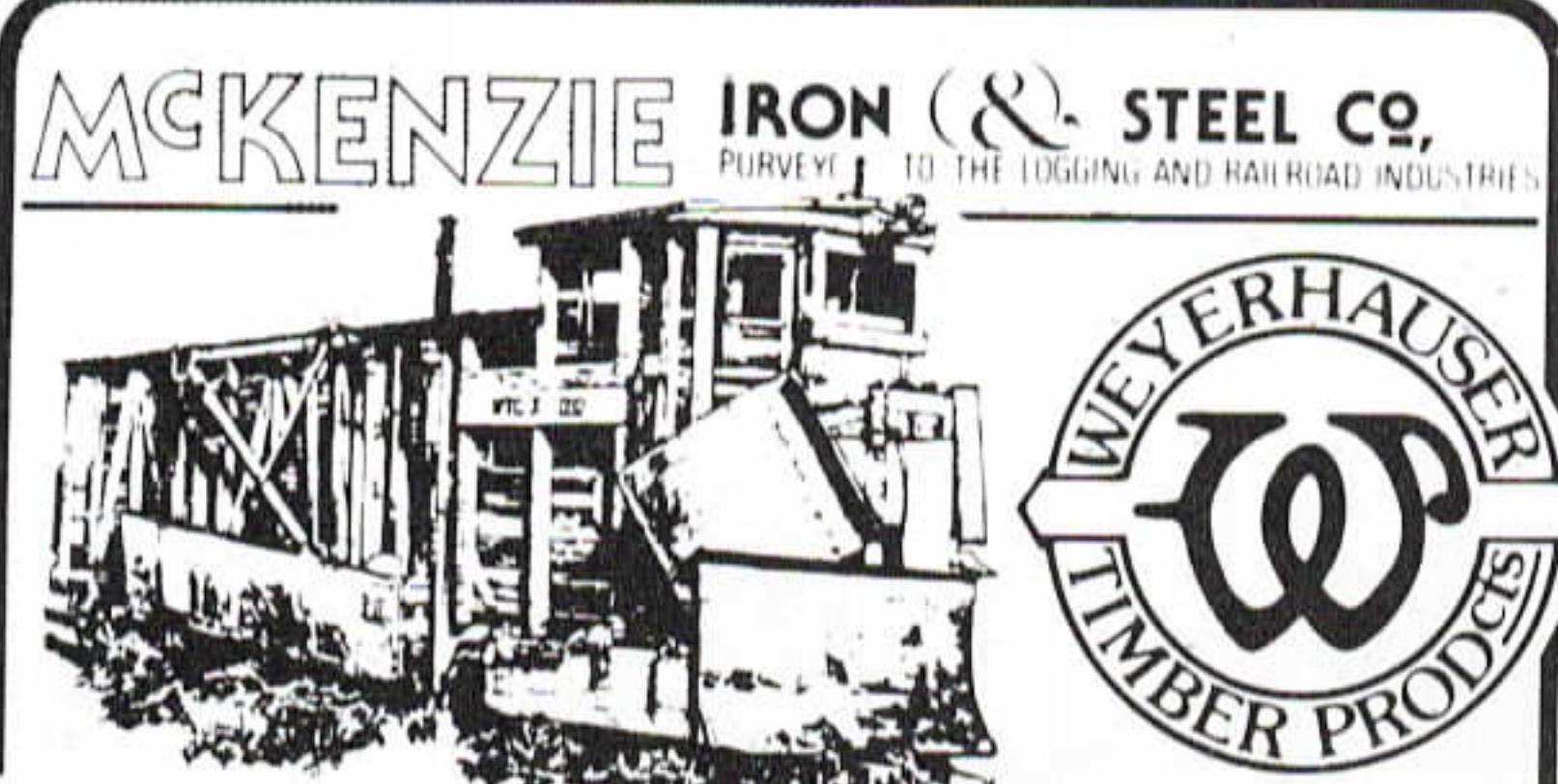
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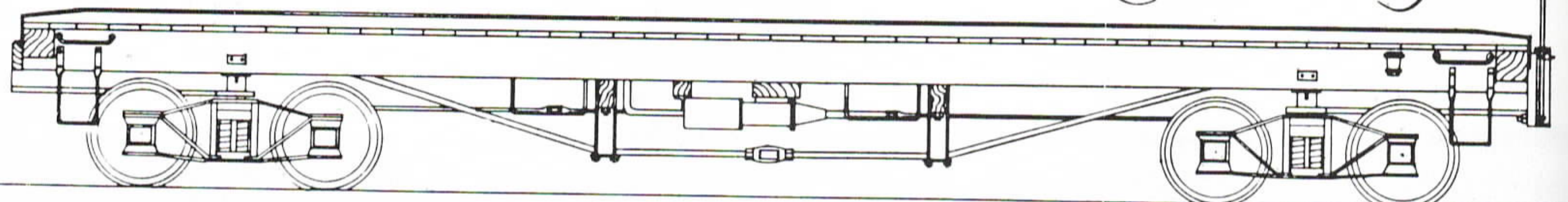
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Down in the Station, Part 2

by Rick Steele

To most people, the word "operator" means a voice on the other end of the telephone. But when a railroad gives the title "operator" to an individual, that individual has quite different responsibilities than those of the familiar telephone operator.

In the days before centralized traffic control, radio communications, and the fervor of the railroads to do away with the human element in railroading, the operator was the direct link between the dispatcher and the train operating on the line. In order to explain the duties of an operator I will take you on an imaginary trip up Clear Creek on a train leaving Denver for Black Hawk and Central City. I have chosen Clear Creek because most of you are familiar with this line from reading Harry Brunk's excellent series in the **GAZETTE**.

The time is 1922 and the operators are located at Denver, milepost zero; Arvada, milepost 7.62; Golden, milepost 15.87; Forks Creek, milepost 28.71; Black Hawk, milepost 36.12; and Central City, milepost 39.79. The average distance between these locations or "blocks" is 6.3 miles.

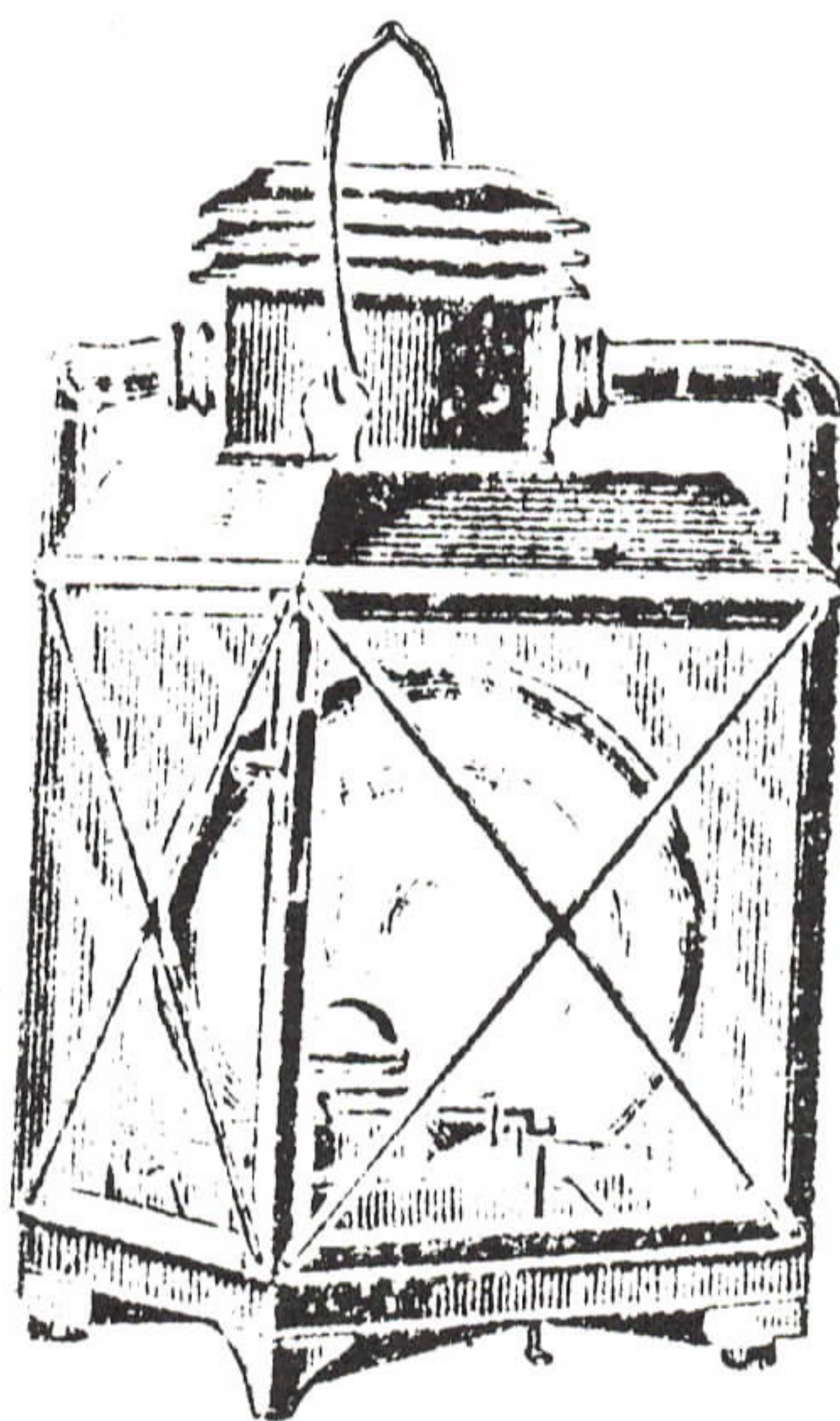
Our train is #53, a first-class passenger train leaving Denver at 3:15 p.m. daily.

Number 53 generally left with two locomotives, no matter how many cars were in the train. The day of our imaginary journey is no exception and the operator in Denver has given train orders and clearance to each engineer, the conductor and the rear brakeman of the train. The employees' timetable governs the departure time and the various meeting points and times of meets with other scheduled trains.

After leaving Denver at 3:15 p.m., we proceed to our first stop at Arvada, which we reach on time at 3:41 p.m. The Arvada train order board is clear (figure 1) because no orders were to be picked up. After our train had left the depot, the operator turned the train order board to display red as shown in figure 2. The Arvada operator then either telephoned or telegraphed the dispatcher and "On Sheeted" (O.S.) the train to the dispatcher. (I will discuss the terms "O.S." and "On Sheet" in a later article.) The conversation might go something like this: The operator would call and say, "Arvada O.S." The dispatcher would reply, "Go ahead, Arvada." The operator would say, "Train 53, no signals, in 3:41 p.m., out 3:42 p.m., over." The operator would then write the time down on the proper form. The dispatcher would then repeat the message and the operator would

reply, "That is correct, over." The dispatcher would then say, "Dispatcher out."

Meanwhile, train #53 is speeding on, after looking for flags at Mount Olivet and Wigginton, she is due into Golden at 4:02 p.m. Right on time, train #53 rolls into Golden, with the signals on the depot displaying red as shown in figure 2. A meet was not scheduled, so there must be orders to pick up. Train #53 stops before any part of the engine or train passes the red signal and the agent hands up the orders to the engineers of the two locomotives. He gives two sets of orders to the rear end, one for the conductor, and one for the rear brakeman. He also provides a new clearance.



In Golden there was an agent and an operator assigned on each shift to handle the trains and traffic from the Coor's Brewing Company. In smaller communities like Arvada, which had a population of only 2000 in the 1920's, one person wore both hats.

The orders for our train are to meet an extra freight, Extra #60 East, at Elk Creek. (Between 1912 and 1922 the North and South routing labels on the timetables were changed to West and East bound.) The Golden operator would have copied the meet orders from the dispatcher via a telephone conversation or by telegraph message. Upon leaving Golden, the train

would again be O.S.'d to the dispatcher by the operator in Golden.

With no delays, train #53 met train #54 at Chimney Gulch at 4:15 p.m. Since this meet is listed on the timetable, no orders were issued. Train #54 took the siding because the rule book says "Westward trains are superior to Eastward trains of the same class." A meet was made with extra #60 East at Elk Creek with the Extra taking the siding and train #53 continued on to Forks Creek.

Arrival at Forks Creeks was at 5:00 p.m. The crew registered at the station by signing the Train Register Book. The register time was telegraphed to the dispatcher by the Forks Creek Operator.

In order to continue up to Black Hawk and Central City the train was split in two. Train #53 was scheduled to leave for Silver Plume continuing to use its original number. The train was too long to run in one section so two sections were run; the first displayed green markers with Central City cars, the second had Silver Plume cars. The timetable scheduled the Black Hawk train out five minutes before the Silver Plume train.

At Forks Creek, the Central City section became train #153, a first class mixed train. The operator had to prepare a new set of orders and clearance because of the change of train number. According to the train sheets this new train originated at Forks Creek. Along with the new orders the crew got a message to pick up two boxcars and a gondola left for it at Forks Creek; these were to be set out at Central City.

Our train is on time and leaves Forks Creek at 5:03 p.m. as train #153. Each time a train leaves a depot the operator must O.S. the train. On the way to Black Hawk our train develops a hot-box on the empty gondola that was picked up at Forks Creek. Since the bearing is getting pretty hot and we have no extra bearing because this is a passenger (now mixed) train and we have no cabooses, the gondola is left at the siding at Smith Hill. The conductor writes down the car number (C&S 4395), the time, reason for setting the car out, and the delay it caused for the operator at Black Hawk.

We are scheduled to arrive at Black Hawk at 5:45 p.m. but because of the hot-box, we do not arrive until 6:05 p.m. We get another red board at Black Hawk and instructions on where to set out our three freight cars. The conductor gives the set out report to the operator and we leave Black Hawk 25 minutes late at 6:10 p.m. We set out an empty boxcar at the Big Fifty Mill in

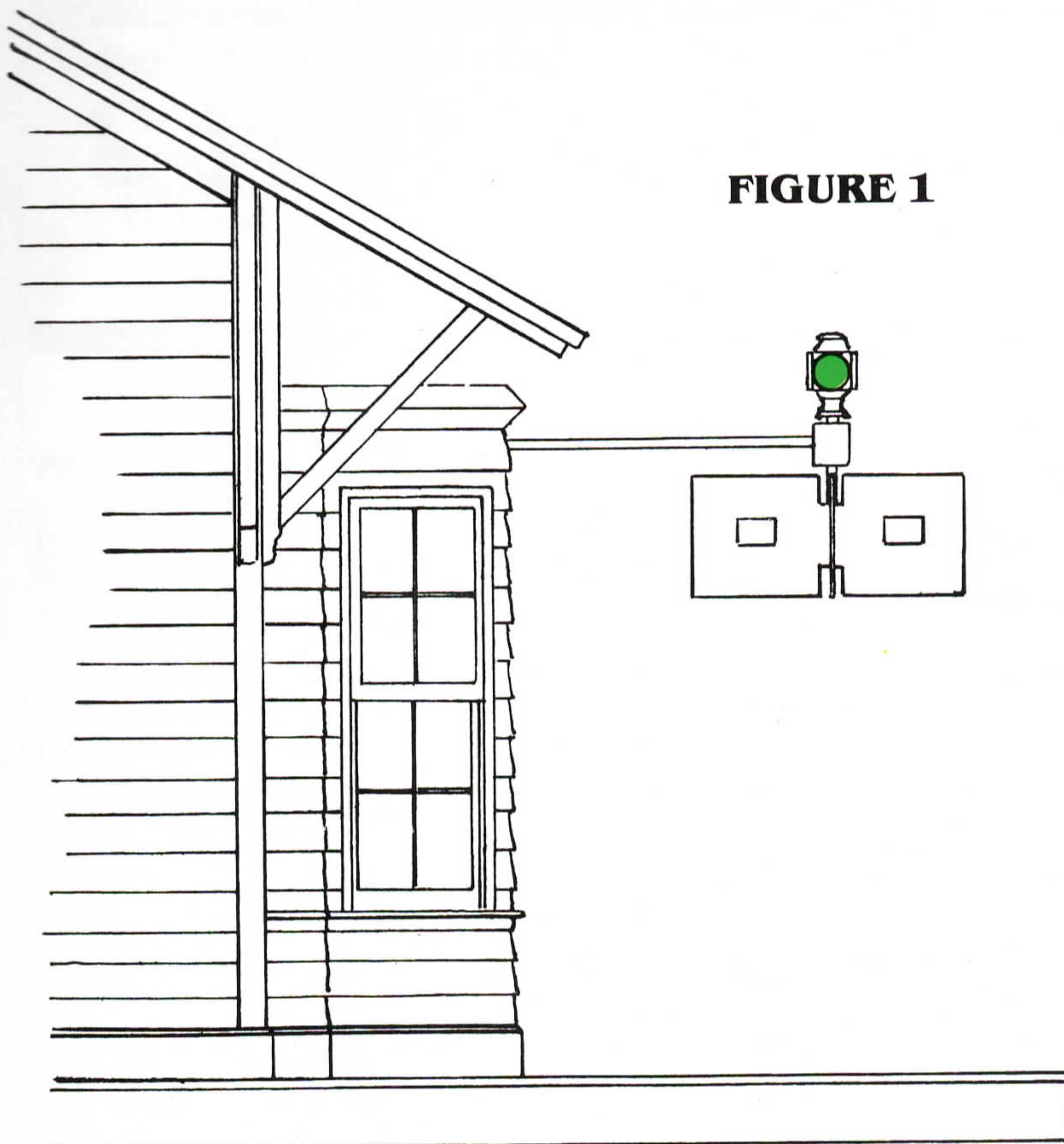
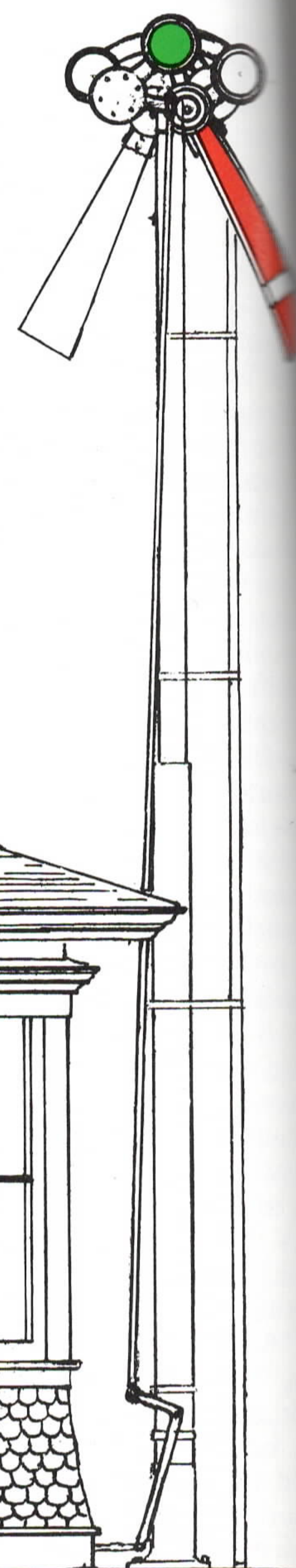


FIGURE 1

FIGURE 3



Black Hawk for concentrate loading, to go to Argo, Colorado for smelting, and proceed up the switchback to Central City. The operator O.S's our train and gives the dispatcher the gondola car number and the reason for the set out.

Since the train is now 35 minutes late we go directly to the depot in Central City. After the passengers are unloaded, we uncouple from the passenger car. The crew of train #153 then spots the remaining box car at the Sauer-McShane warehouse spur, and returns to the depot with the engine and turns it over to the night hostler. The crew then goes into the depot and signs the Train Register Book. The dispatcher is called by the Central City operator with the crew tie-up time.

Central City had no train-order board because it was a terminus and originating point for train crews who had to register in and out. In Silver Plume the station was originally built with a train-order board, but it was removed when the track to Bakerville was torn up.

The red board on a depot was also used to space trains apart, like a mechanical or electric block signal. The board was turned to red and remained in that position for 10 minutes after a train had passed it. Incoming trains stopped at the red and waited until time to turn the board.

The operator was an extension of the dispatcher. No one but the operator could report train arrivals, departures, passing trains, issue orders, and take care of tele-

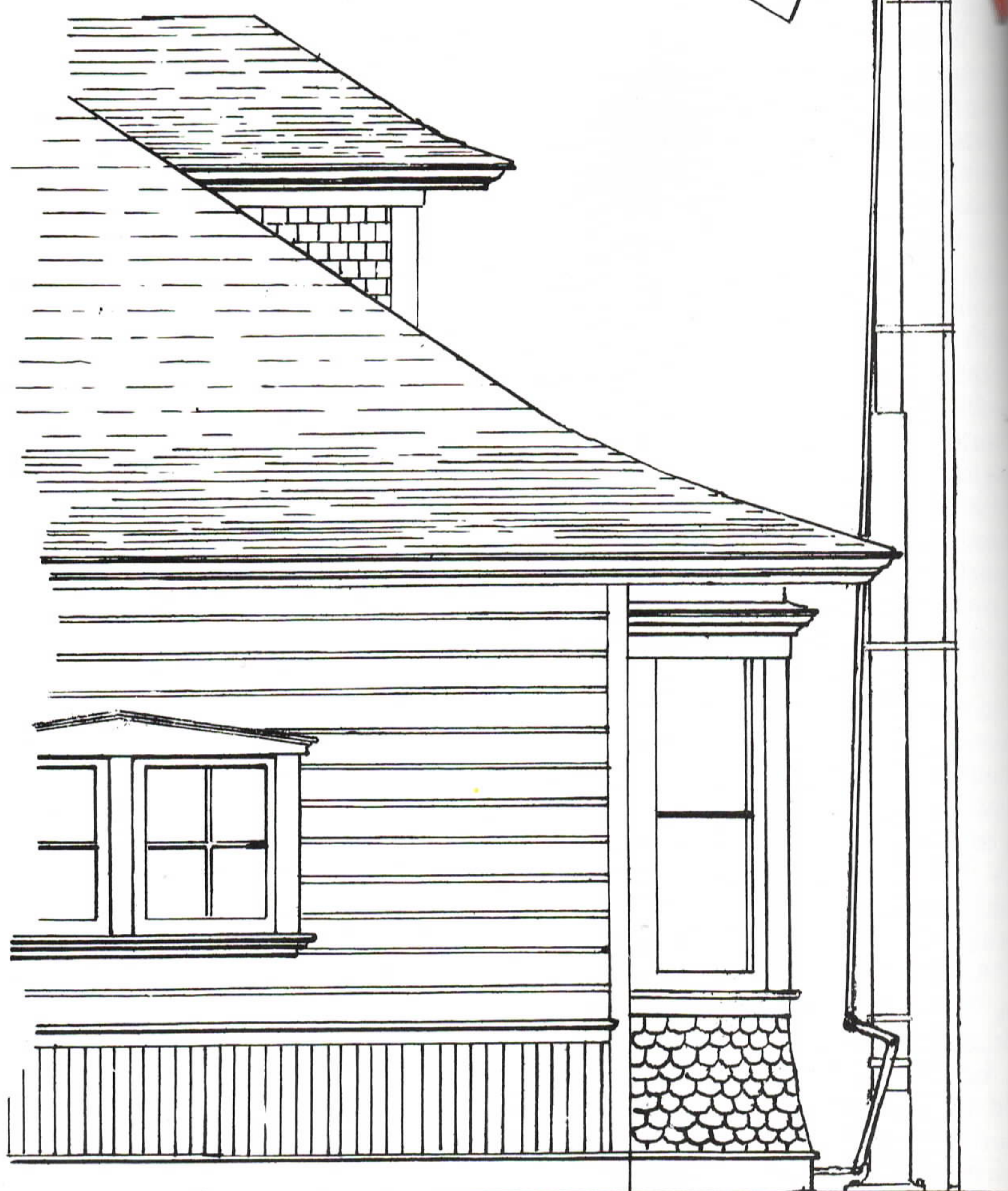


FIGURE 2

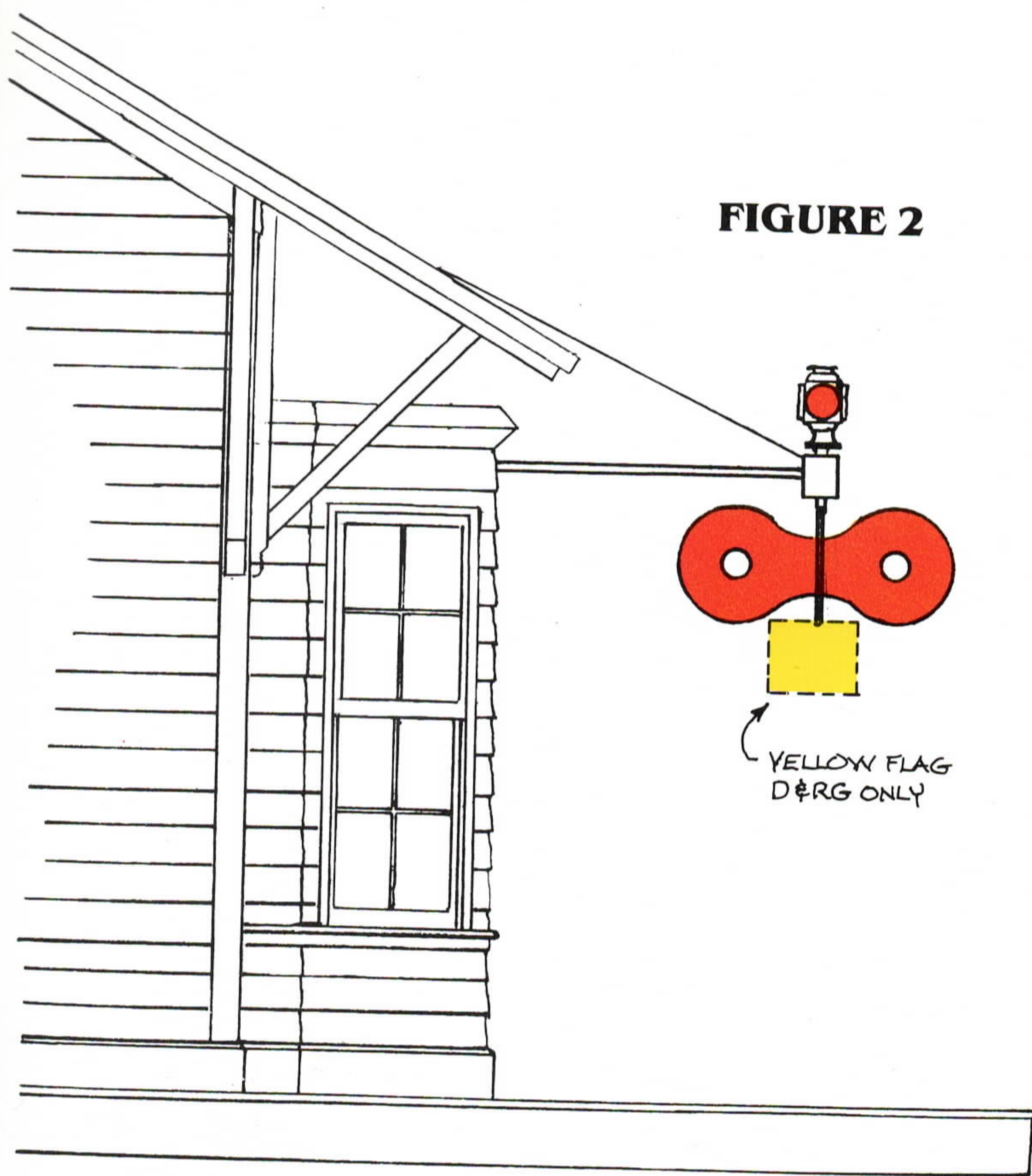
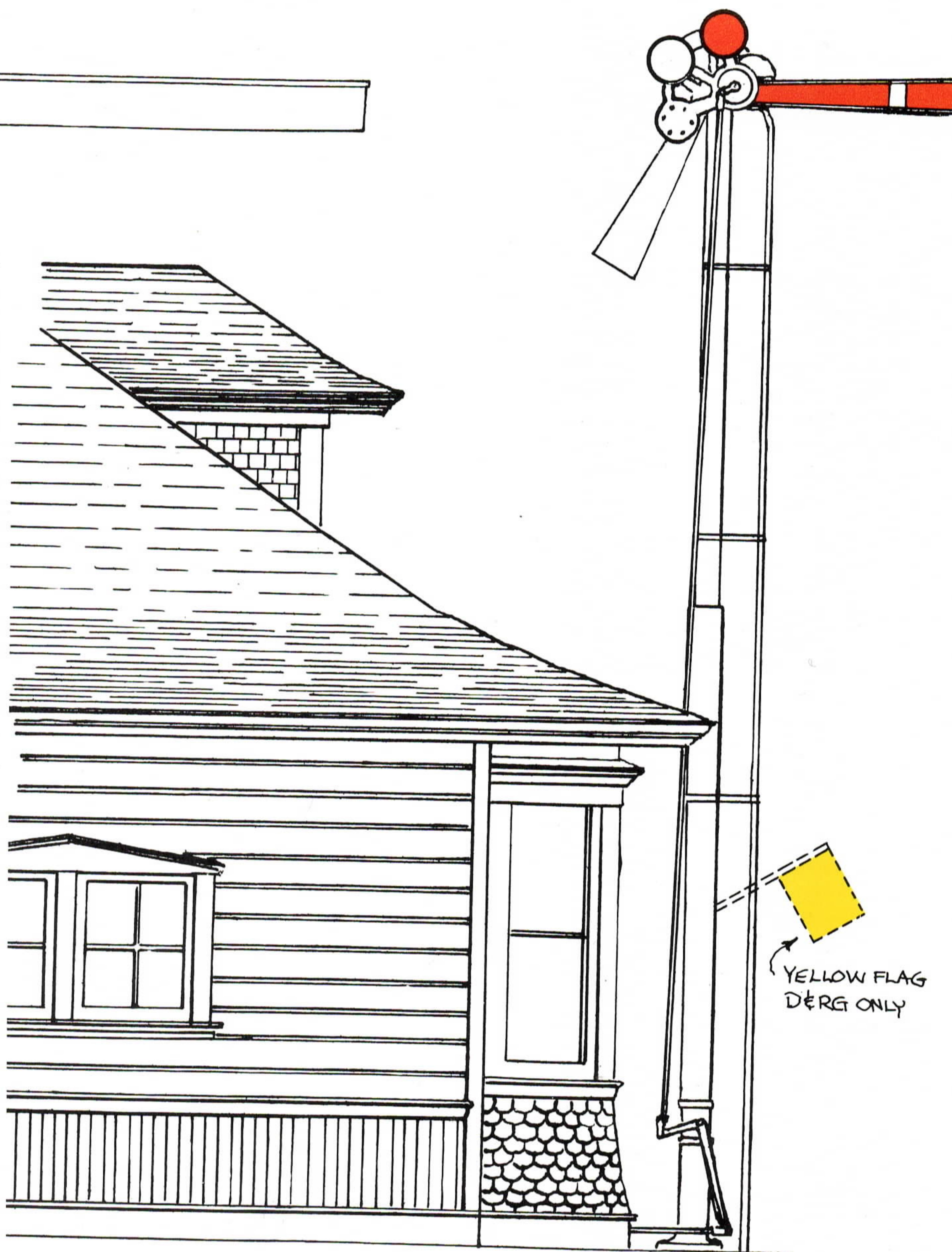


FIGURE 4

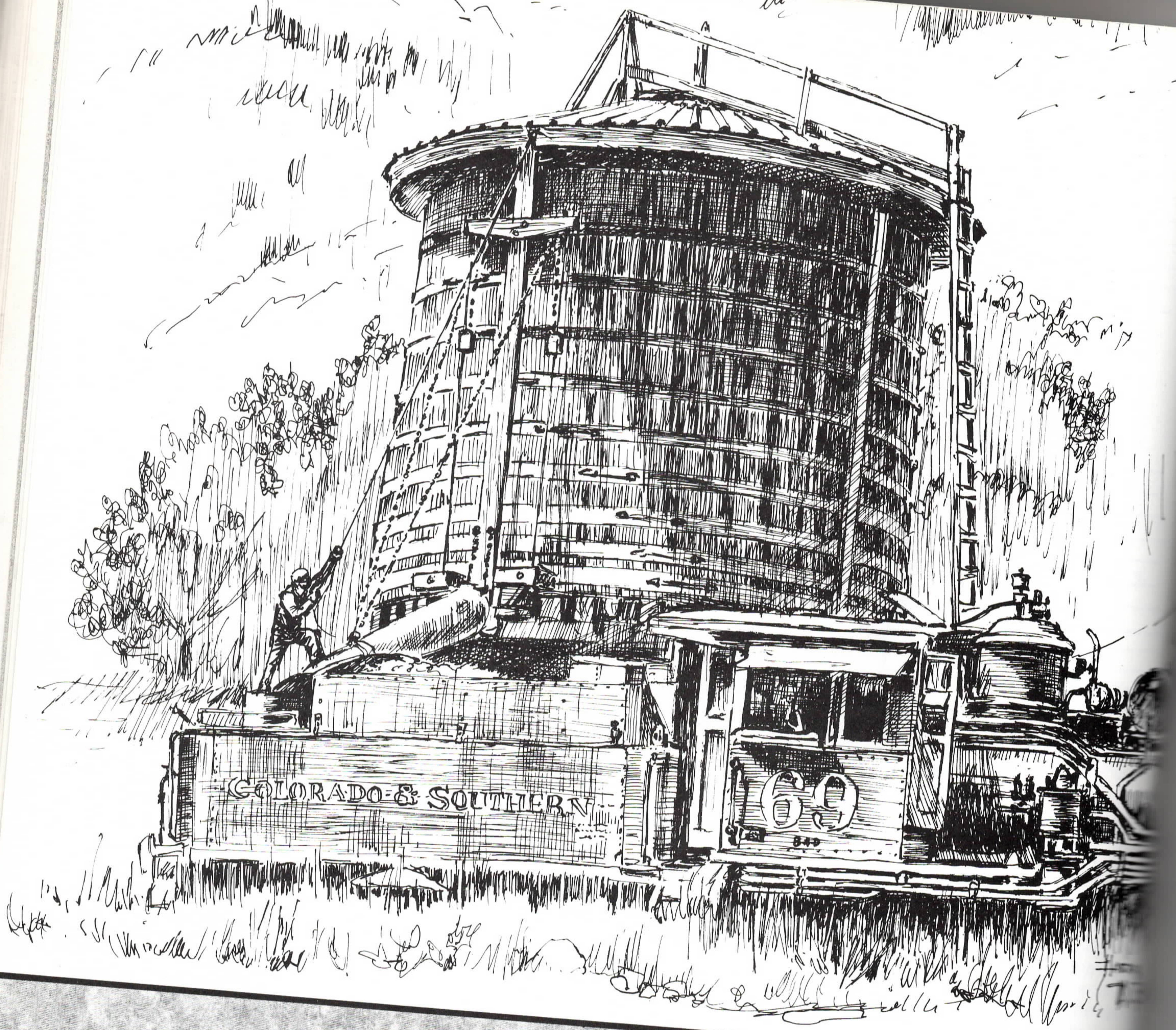


phone or telegraph switchboards. Only an operator could date, mark down the time, or record messages. If an operator was relieved by another operator he had to make a written report of all unfinished business, undelivered train orders and messages, condition of wires, position of train order signals and overdue trains.

The job of operator was a responsible one and had lots and lots of details to remember.

The job of operator was complicated by the variety of signals that might be used. The C&S used only red and green signals on their main line. Figures 1, 2, 3, and 4 show the two basic types of signal used for train orders. The D&RG used these types also, except that a yellow signal indicated that trains were waiting if the depot was not a scheduled stop. This signal indicated that the train was to slow down and pick up orders. This signal was a yellow flag as shown in figures 2 and 4. Figure 2 shows it hung directly under the paddles, figure 4 shows it hung from the signal mast.

The flag system apparently did not work too well, probably because railroaders are conditioned never to pass a red signal, and this required that they do so at least part of the time after they have slowed down for orders. The D&RG eventually went to a three-position signal. More on these next time when I will describe train orders and show you how they are written and what they mean. I will also show you some of the tasks of the dispatcher.



Up Clear Creek on The Narrow Gauge

Part 29: The Idaho Springs Water Tank

by Harry Brunk

Photos by the author unless otherwise noted

Title illustration: This classic scene shows a C&S engine watering down at Idaho Springs. Kindig, Jackson, Maxwell and others photographed this scene from various angles, at different times of day, and with different engines.

Nothing weathers quite like a water tank; even the best of maintenance can never keep up with the weathering processes that water tanks are exposed to. Rain and wind and sun combine with the effects of water trying to escape to produce an effect that warms the hearts of those looking for that element we call "character." Even if you model a spick-and-span railroad, your water tanks had better show some weath-

ering for it usually only takes about 48 hours after the paint crew has left before mother nature starts her weathering process again.

There were at least two water tanks at Idaho Springs over the years. In the early days of the Colorado Central, there was a tank just west of the area where the Agate Tunnel was built. This tank was gone in later years but it was near enough to the

Argo that I suspect that it may have been removed because it was in the way of the tunnel construction.

By the early 1920's, the only tank left in Idaho Springs was about one-half mile west of the depot. This is the tank photographed by Maxwell, Jackson, Gibson, Kindig, et. al. as engines watered down for the trip up or down Clear Creek Canyon. This is also the tank described in this article. I chose this tank because it had a number of features common to other Colorado & Southern water tanks, and it also had some unique differences from the standard tanks.

Until M.H. Ferrell's *C&Sng*, (Pruett, 1981) was published I had seen no unobstructed views of the Idaho Springs tank. In *C&Sng* I found photos by Jackson which show the supports of the tank and, lo and behold, they were round posts or poles instead of the squared timbers which were common on the C&S and other railroads. After seeing these photos, I placed my UC&N tank on tapered poles.

Then some photos arrived from the W.A. Gibsons (both senior and junior) which showed me that not only were the poles round, they were actually made of cast metal and had rather fancy metal supports. The 1939 photo (shown here) by W.A. Gibson, Sr. answered one question for me while raising another. Any doubts I had about the cast iron supports were put to rest because they show clearly in the photo, but what is the fireman doing? It may be common knowledge that the hoses coiled around the sand domes of most C&S locomotives were used to thaw out frozen water valves on water tanks, but this photo turned on the light for me. The fireman is using the hose coupled up to the steam valve on the front of #68's steam dome to thaw a valve. Numbers 60, 69, 70 (but not #65) had similar valves. These hoses may also have been used to clean up the engines themselves when they got too dirty. The photo also shows a side view of the tank's water spout and counterweight rigging.

The cast iron supports were unique to the Idaho Springs water tank. However, on page 454 of M.C. Poor's (*Denver South Park and Pacific*, Reprint, Rocky Mtn. RR Club, Denver, CO 1976) there is a station list which includes a 37,994 gallon wood water tank supported by iron columns at Silver Plume. Could these columns have been salvaged when the Silver Plume tank was dismantled and used on the Idaho Springs tank?

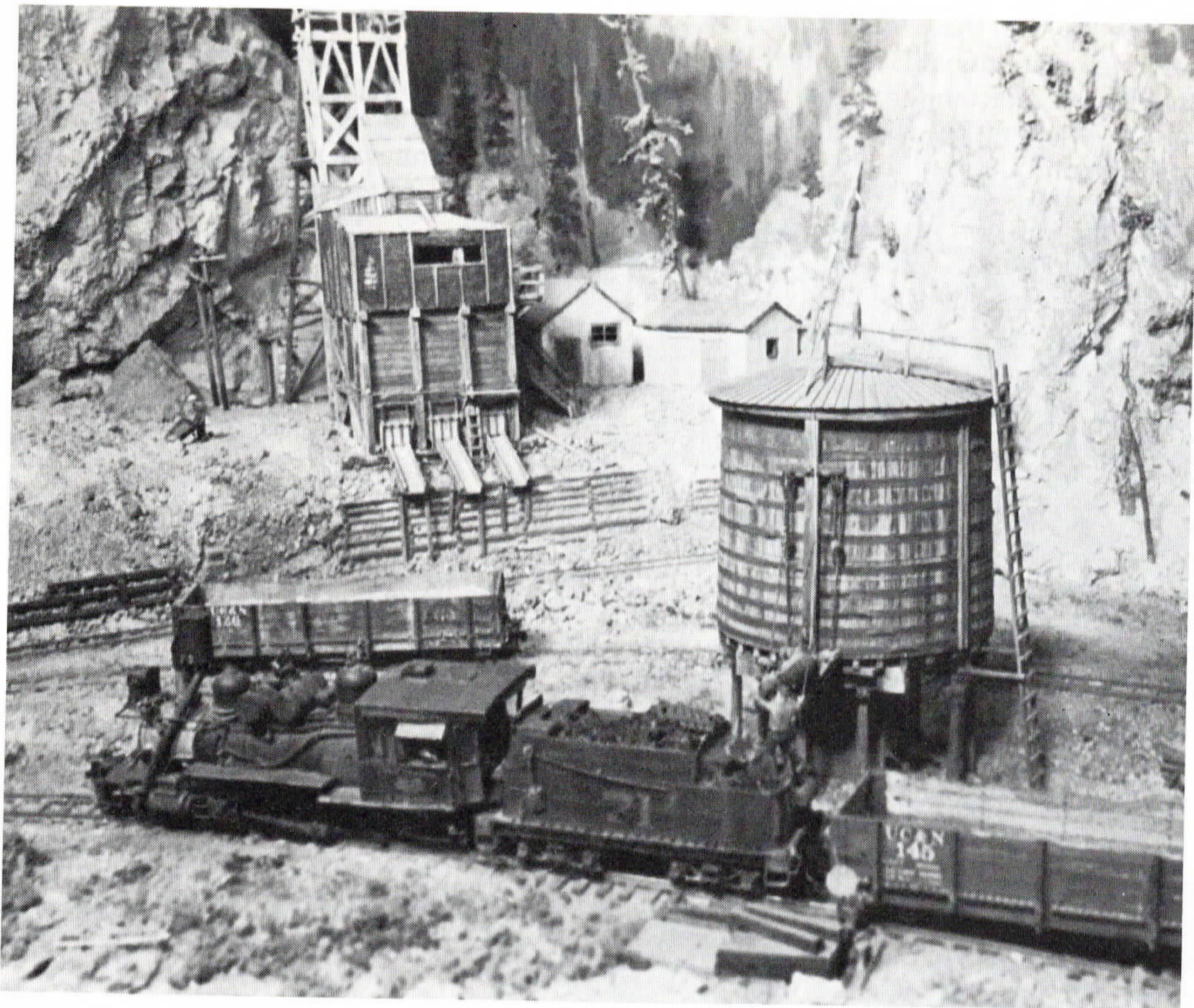
Generally, the wood frame assembly that supported the spout and counterweights were simpler on C&S tanks than on the tanks of the D&RGW and RGS. The simple, single vertical board with a short cross-piece bolted in place to support the pulleys for the counterweight chains seems to be the nearest to "standard" that the C&S used. There were many variations including additional bracing and extended vertical board varieties which appeared on the South Park division.

The tanks in the Clear Creek area also had their variations. Both the Elk Creek and Forks Creek tanks had an even simpler set-up which left off the short cross-piece and apparently had only had a single counterweight hanging directly behind the

vertical plank. The Golden and Georgetown tanks featured supports similar to the Idaho Springs tank. They did not have the rod "runners" shown on the Idaho Springs tank, and the weights hung freely from chains only. My plans show how the rods

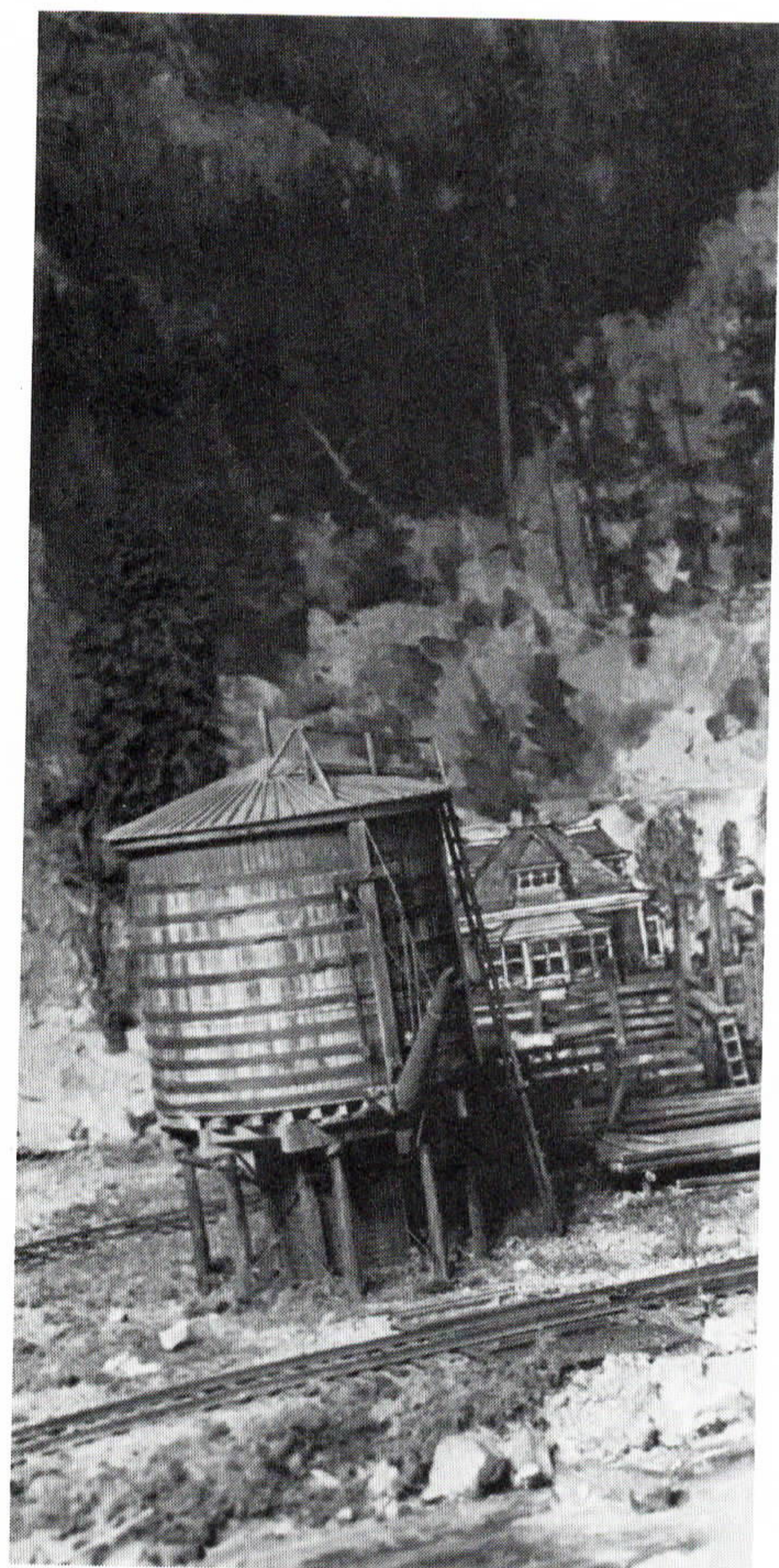
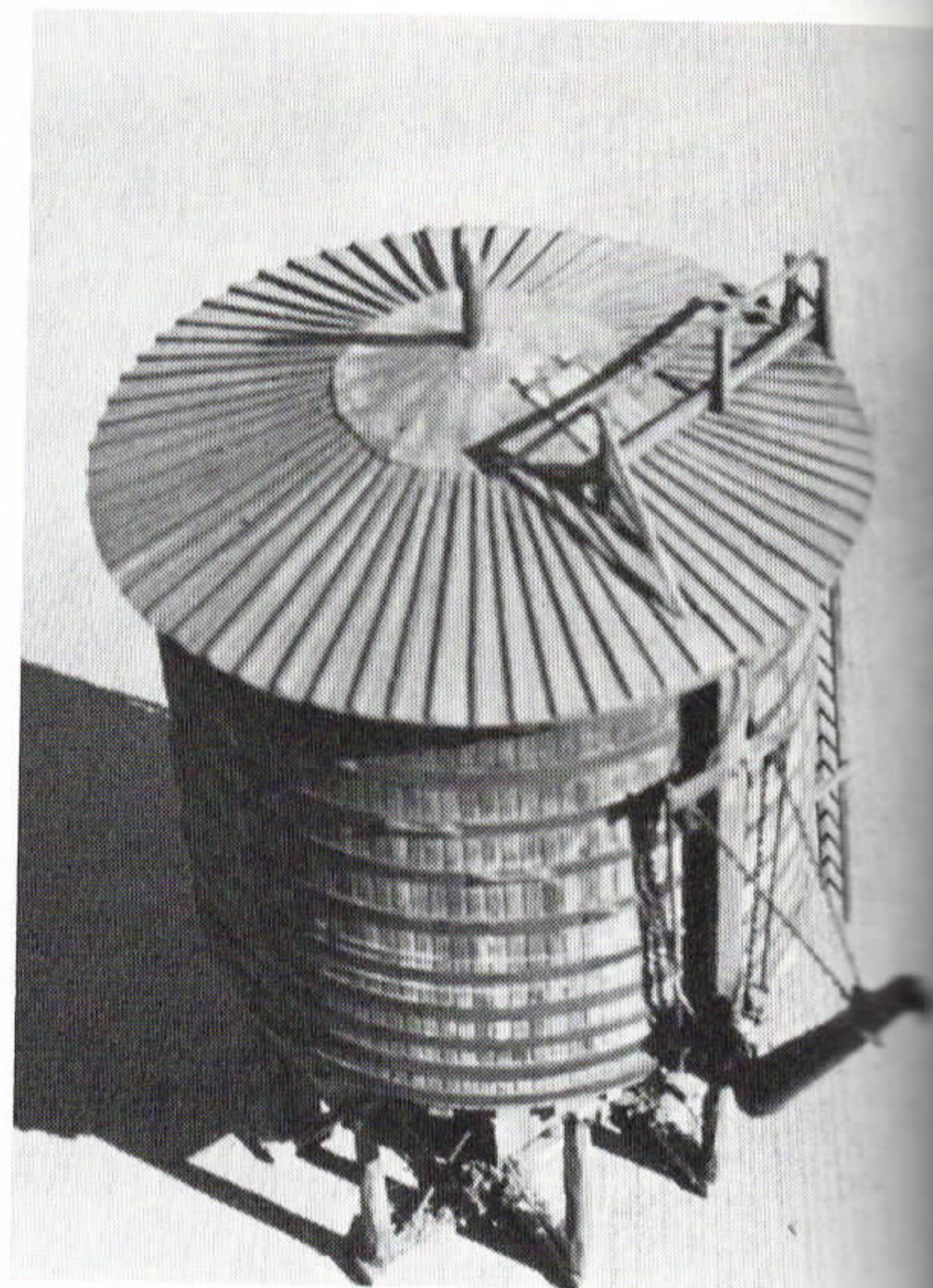


Extra #68 west makes a stop at Idaho Springs on January 30, 1939. W.A. Gibson was there and recorded this scene as the fireman used one of the hoses usually wrapped around the steam dome on many C&S narrow gauge engines. With the hose coupled to the valve on the steam dome, he is thawing the ice-clogged pipe. The cast iron supports of the water tank show clearly.



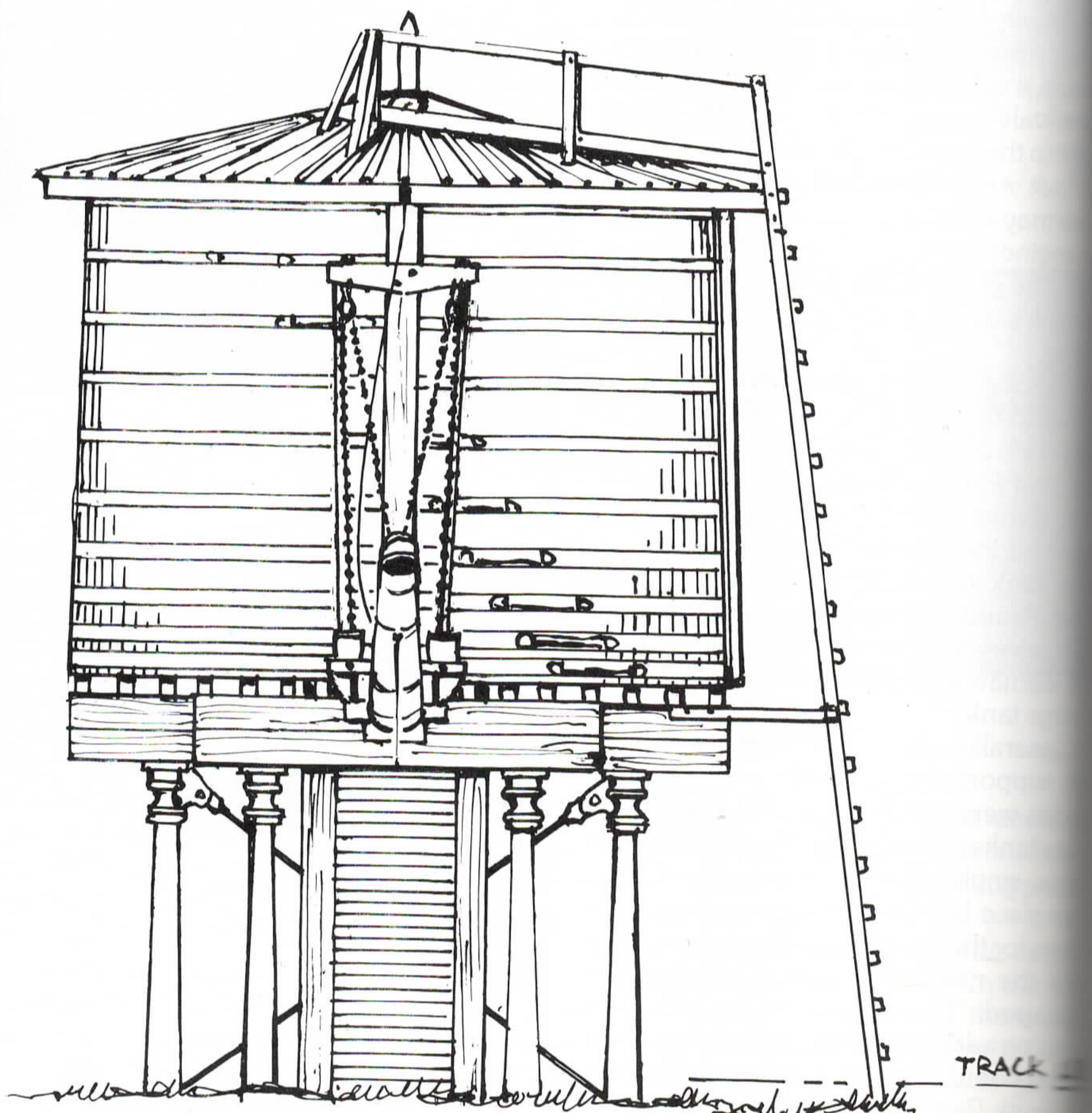
Number 71 gets a drink at the Idaho Springs water tank on the UC&N. The mine chutes beyond the tank will be featured in an upcoming segment of this series.

The tank roof railing. Photos of the prototype show that additional bracing was added to the prototype as changes were being made right up to the end of operations.

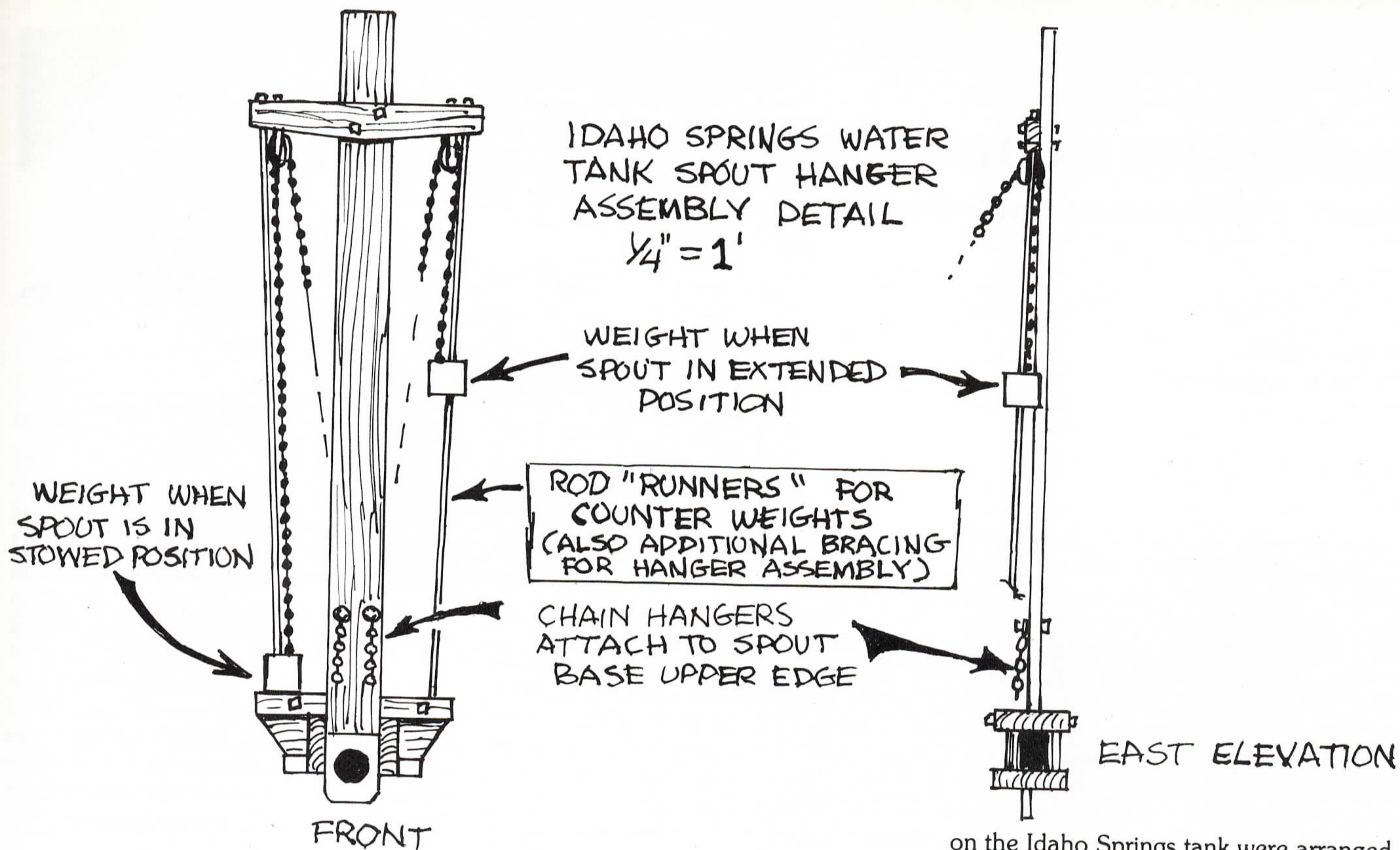


The UC&N water tank showing the tapered pole supports that were modeled before the author got the Gibson photo shown here which showed that the prototype supports were cast iron.

IDAHO SPRINGS



TRACK



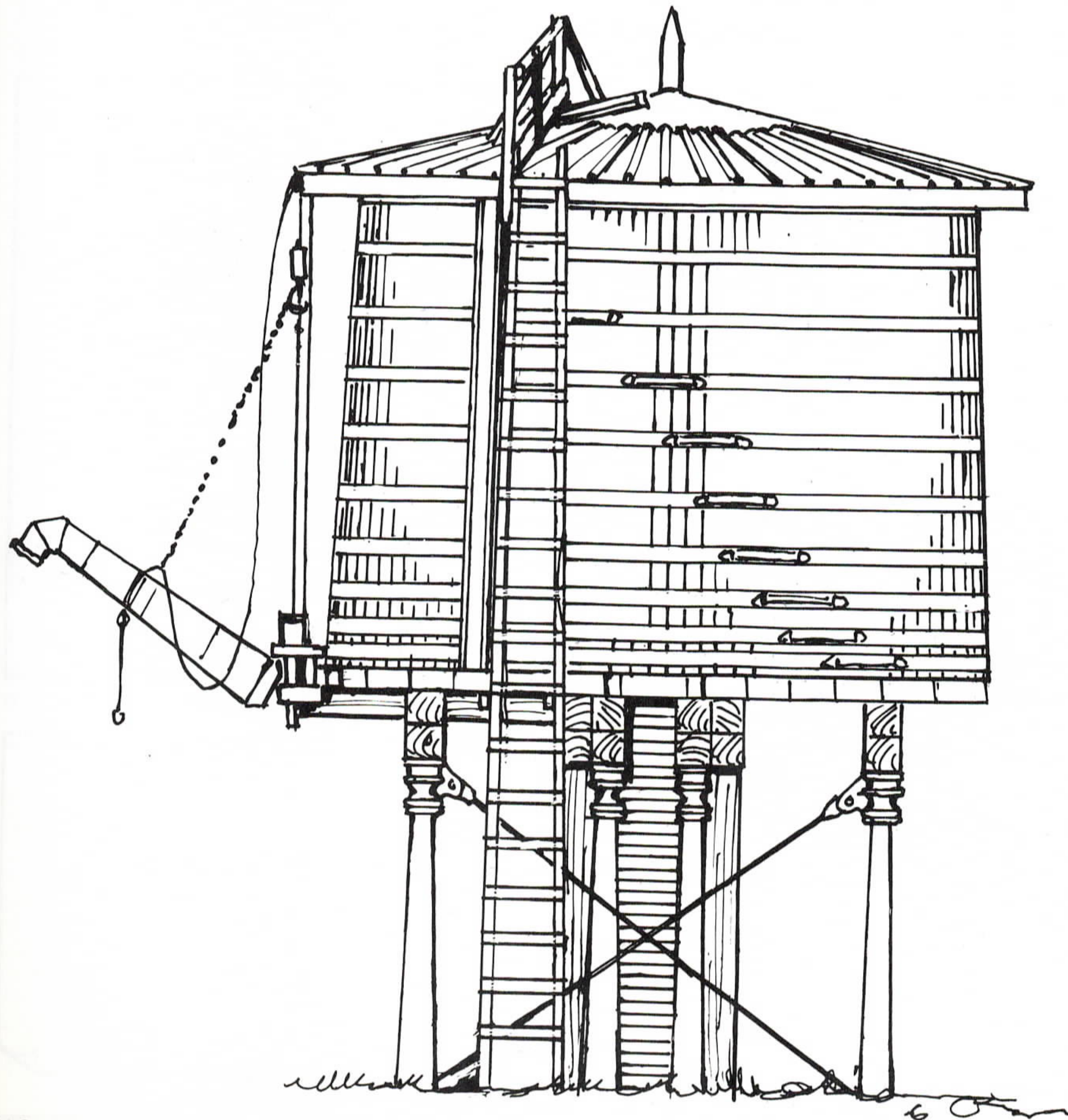
on the Idaho Springs tank were arranged so that the weights could run up and down, thanks to the holes in the weights. These rods were for additional strength and support. At least one other tank on the C&S had these rods – the one at Waterton on the South Park line.

Water tank sizes, supports, and roofs also varied on the C&S. John Maxwell has copies of C&S standard specifications that feature 30,000 and 50,000 gallon tanks. The 30,000 gallon type had a 14 x 20 foot tank which appears to be the dimensions of most of the tanks on the Clear Creek line in its later years. There appear to have been a number of 50,000 gallon, 16 x 24 foot tanks on the South Park line, as well as some smaller tanks. The Maxwell specifications are dated 1910. Since many of the tanks were older than this, these standards do not cover earlier tanks. Used as a guide, these diagrams of tank supports and bracing can provide enough information for you to build all the C&S tanks you care to model.

My UC&N water tank has wooden poles for the supports because I had not seen the Gibson and Jackson photos before I built my model. Someday the tank will get its fancy castings, but for now the poles will have to do. My tank is also somewhat larger than the prototype because I used an Atlas cast tank with the rods covered up with strips of paper to simulate the bands on C&S tanks. My roof overhang was not adjusted far enough out to compensate for the slightly larger tank, and this "tight hat" appearance bothers me more in the model photos than in day to day viewing on the UC&N, so I plan no changes for now.

In upcoming installments of this column, I plan to turn to C&S cabooses, an interesting truss-rod bridge, and some mines, mills and associated buildings before I move on up Clear Creek on the narrow gauge.

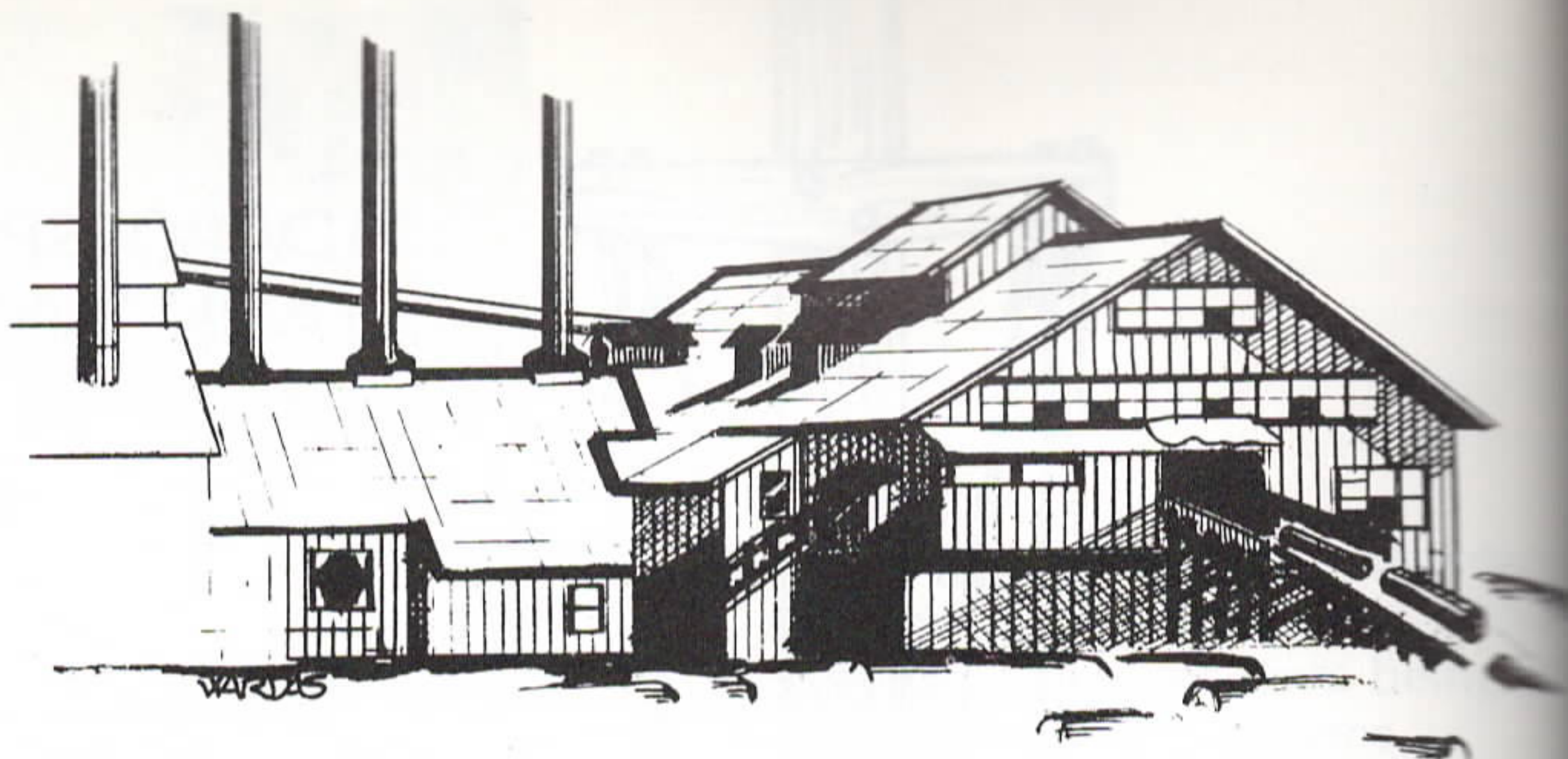
WATER TANK



THE SAWMILL CHRONICLES

Part 3: The Base and Underframe

by Reg Shaffer
Photos by the author



In this article I will describe how I built the base and underframe for my sawmill. If you are following this series and building the machines as I describe them, you will need an underframe for your mill so you can install them. The blower described in the last issue is under the floor and I really couldn't tell you how to install it until I had described the underframe. It would be fun to build your underframe now and mount your machines on it as I describe them over the next few months. I will give all of my dimensions in scale feet so you can build the mill easily in any scale.

My mill is based on a plan and article from the November 1961 *MODEL RAILROADER* by Charles Swanberg titled "Building a Western Sawmill." When I finally found this article I knew that this was the perfect mill for my railroad, particularly when I remembered that John Elwood had built this mill in HO scale and described it in the May/June 1979 *GAZETTE* (out of print).

The *MODEL RAILROADER* article had plans for the mill in half HO scale. If you can't find this plan, you may find another you like or draw your own. Once you have your plan you will need to enlarge it to the scale you are using. I enlarged the MR plans to O scale; here is how you can get your plan enlarged. Measure a dimension on the plan and draw a line to that dimension in the scale you want your model. Then ask the camera man at a photostat shop to increase the length of that line to the length it should be in your final plan. For example, if you measure a 50-foot long dimension on a half HO scale plan and want to enlarge the plan to O scale, you merely draw a half HO scale 50-foot line on the plan and ask the photostat house to enlarge that line to 12½ inches (50 feet in O scale).

Once you have your photostat, cut out and mount the floor, ends, and sides on thin cardboard. You will need quite a large mill to house all of the C.H.B. Model's sawmill machinery; the prototype of the mill I am modeling was 111 feet by 48 feet (fig. 1), and should house everything with some room to spare.

My Timber Creek Mill sits on a base which is 2 by 4 feet with part of it extending out over part of a mill pond. The entire mill is raised up on pilings, one side faces a log

pond, and the other a track for shipping out lumber. My mill can be removed from its site so I can enter it in contests. It is built as close to the prototype as possible because I feel that it is more realistic that way.

I planned and built the scenery under and around my mill before I actually started building the mill. Once I had the scenery planned I built a 1 x 2 inch wooden frame and covered the pond area with ½ inch thick Homosote. I added 1 x 2 risers as shown in fig. 2 and screwed and glued a sheet of ½ inch Homosote to the risers. I used my full size photostated plans to mark the locations of the 157 10 x 10 inch pilings in my mill. Then I laid down the ties and rail for the shipping track. The bank of the pond is hard shell made from pieces of paper towel dipped in a plaster material called Fixall. After the bank was dry, I drilled a hole for each of the pilings and glued them in place in their holes. The pilings are many different lengths and I

found that it was very important to get them straight and at the right height. To do this I glued the two end pilings of each row in place first and used a long 10 x 10 glued across them as a guide for the pilings in the row. I did this with the first four rows of pilings at each end of the mill. Then I leveled down across these pilings to level the rest of the rows. After the pilings were all in I spread down the ground cover with some yellowish coarse sand available at local garden supply stores and called California Gold.

My floor joists are 20 feet long 4 x 6 inch timbers laid on end. I capped or capped each side but you could only cap the outside of each joint because the inside caps will not show.

I will describe how I made my pond in a later article. In part 4, I will show you how I assembled kit WP-904, the Live Rolls in the next time, happy modeling.

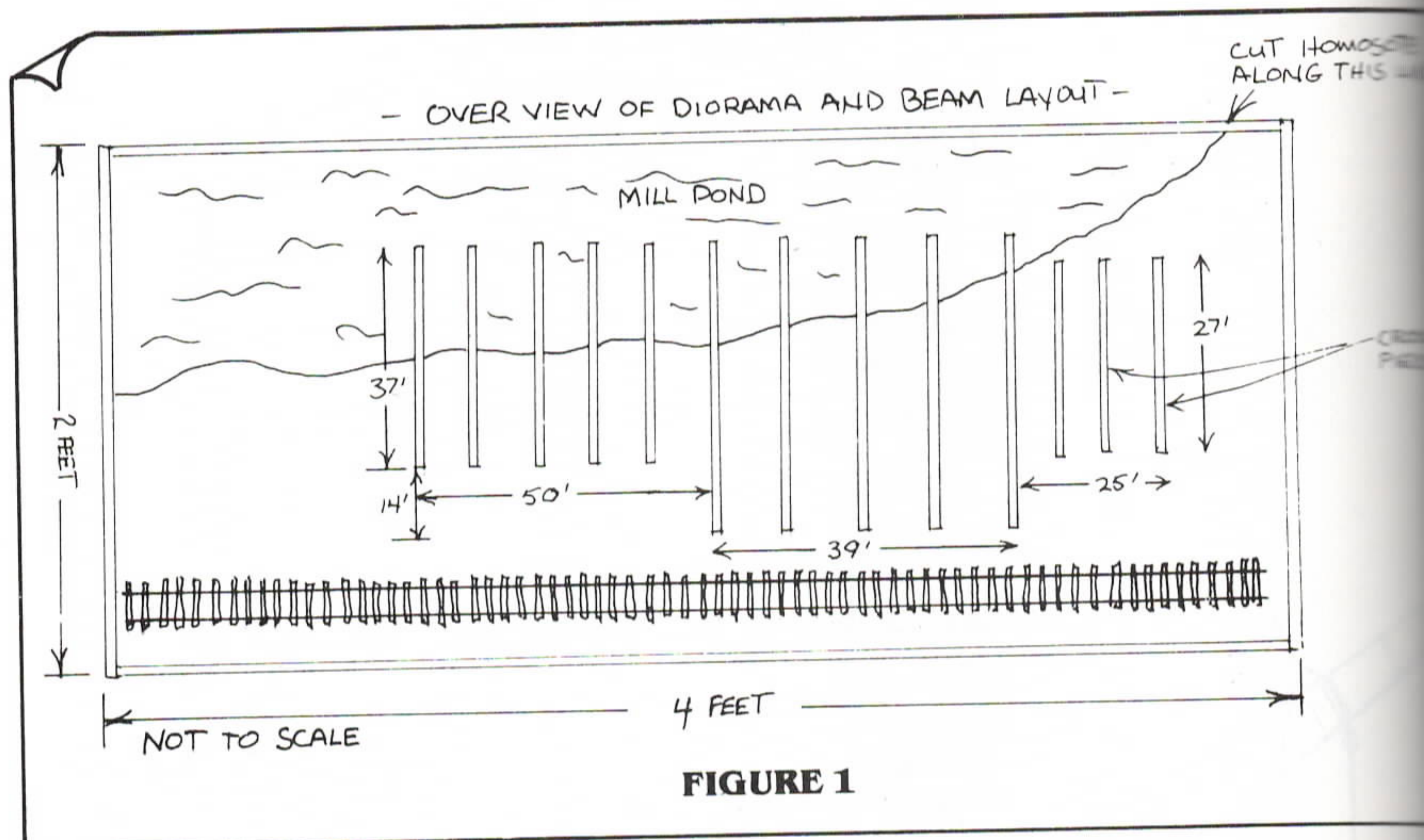


FIGURE 1

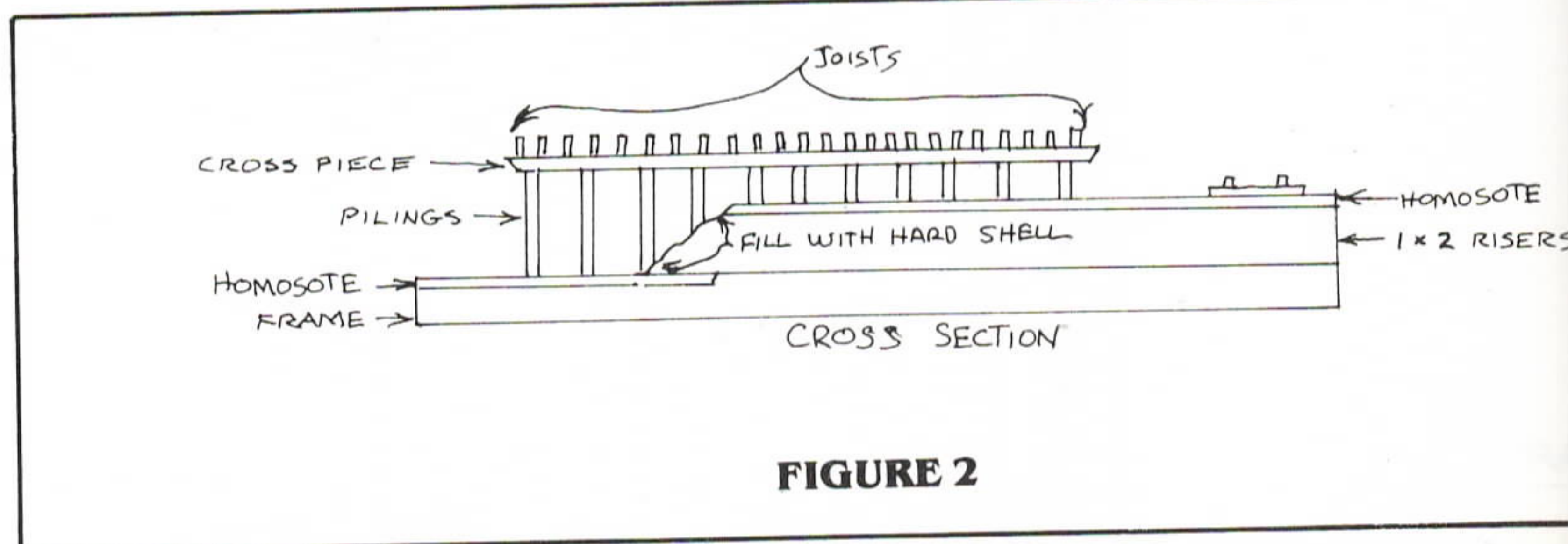
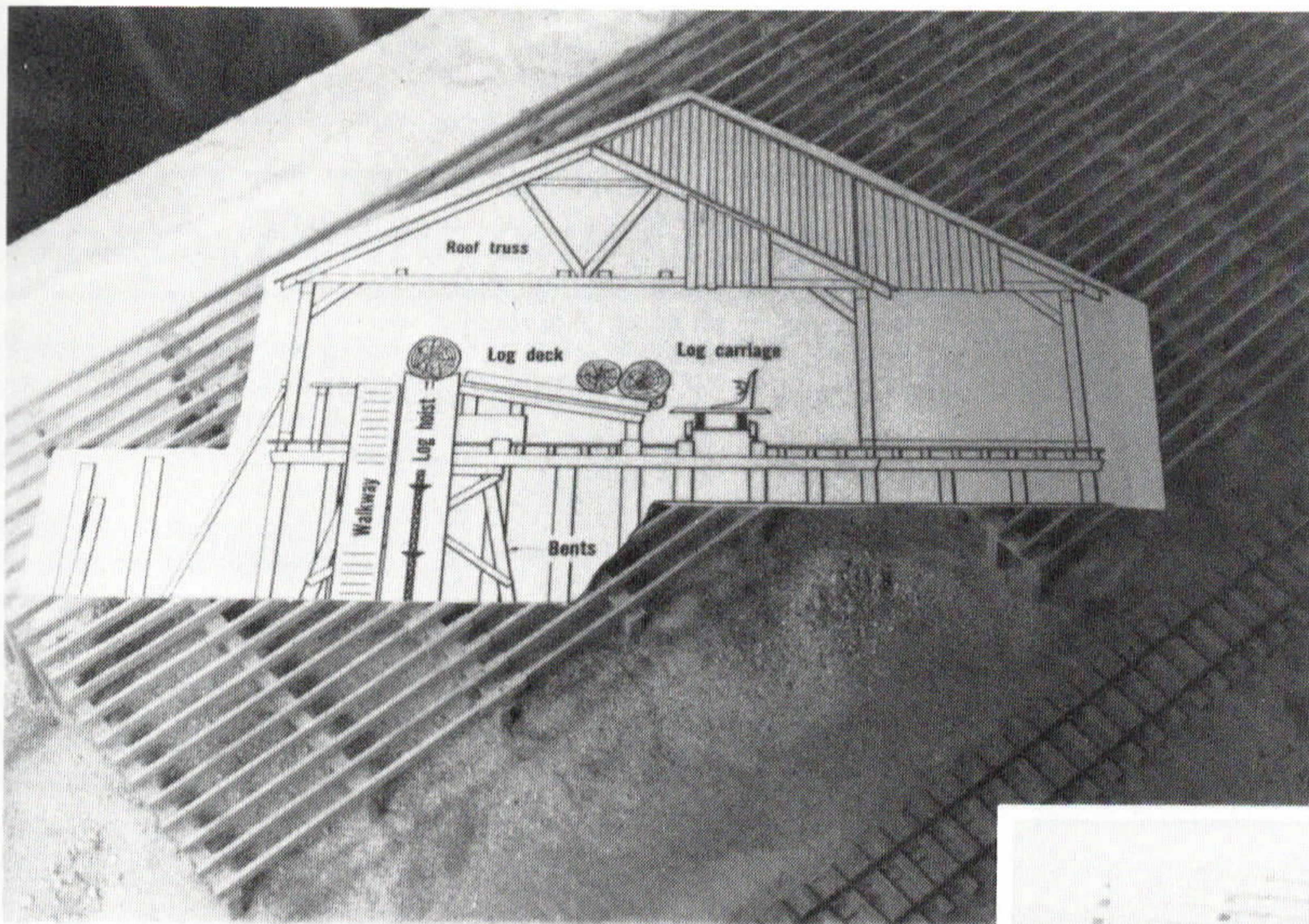
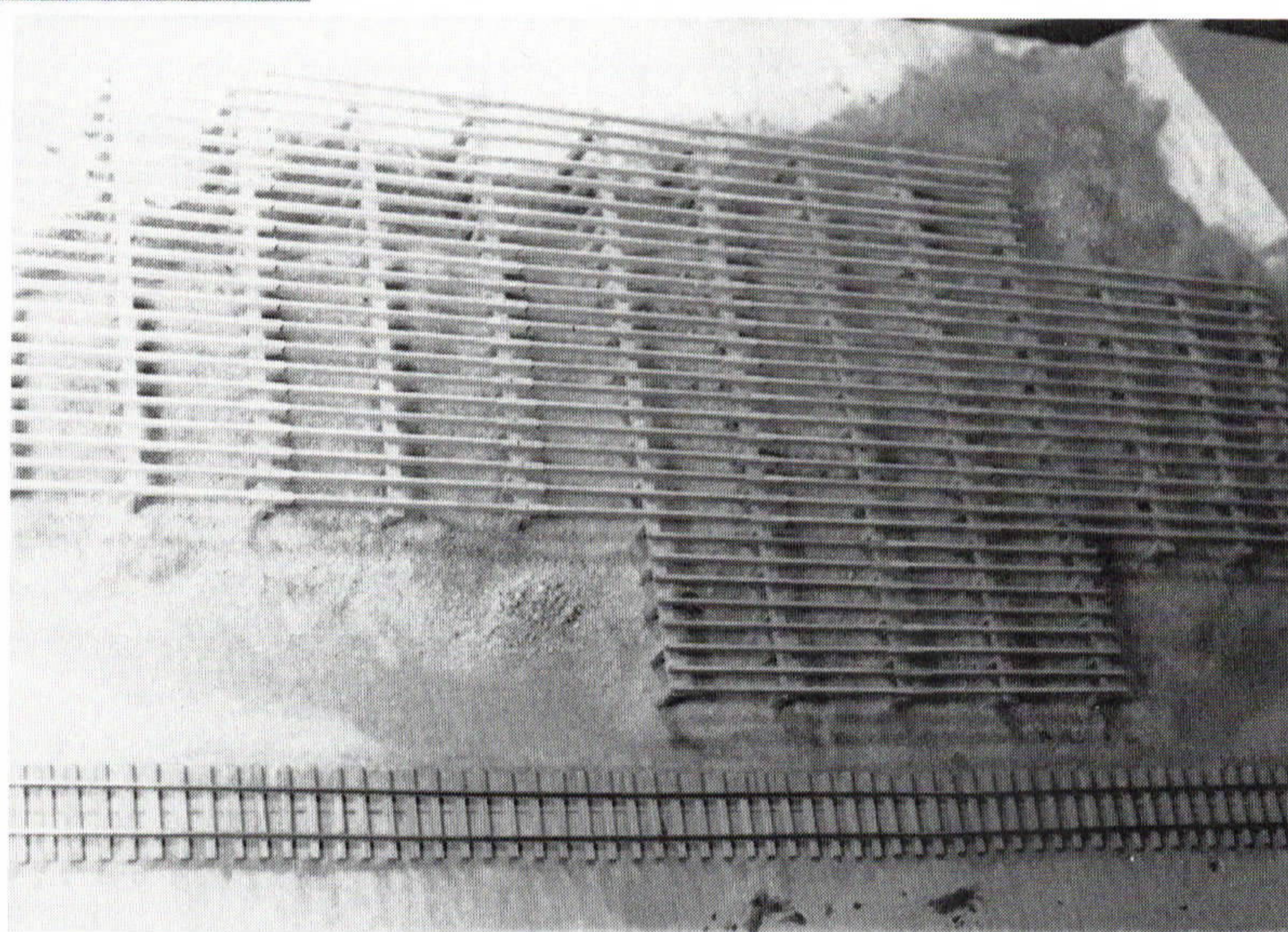


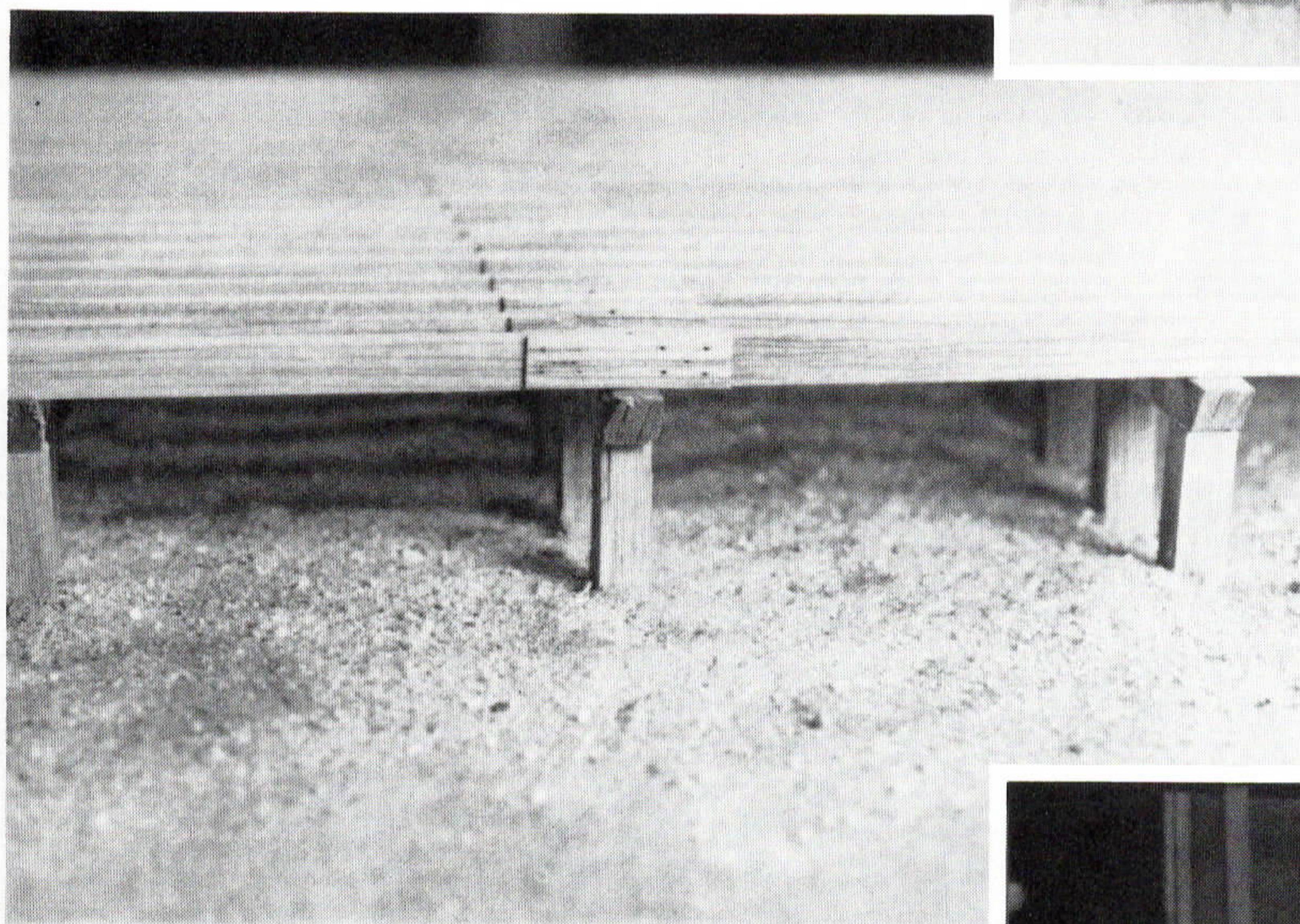
FIGURE 2



A photostated enlargement of a mill plan is mounted on thin cardboard and used as a guide in building the mill.

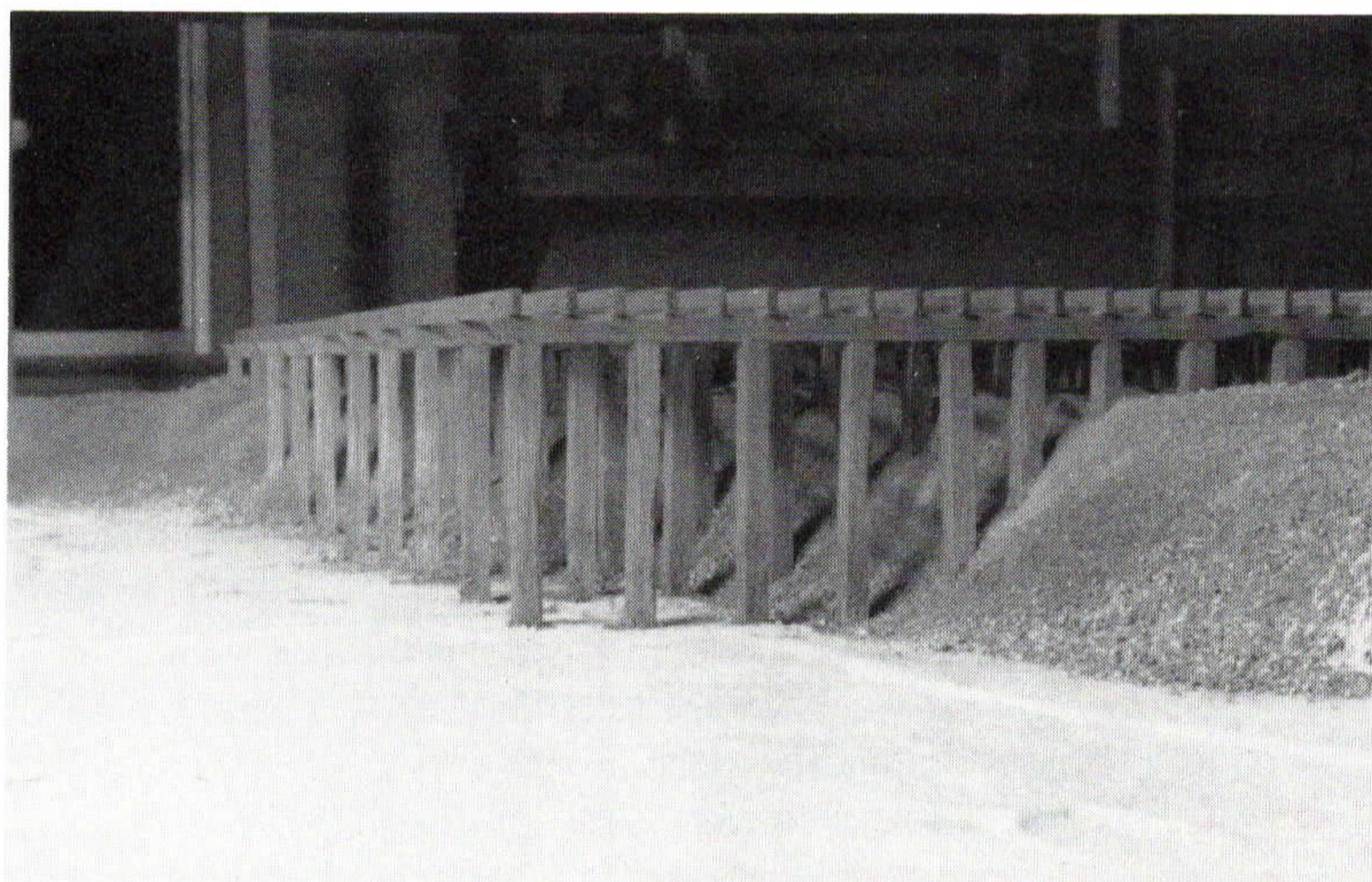


The completed mill underframe and shipping track. The pond is the white area at the top of the photo.

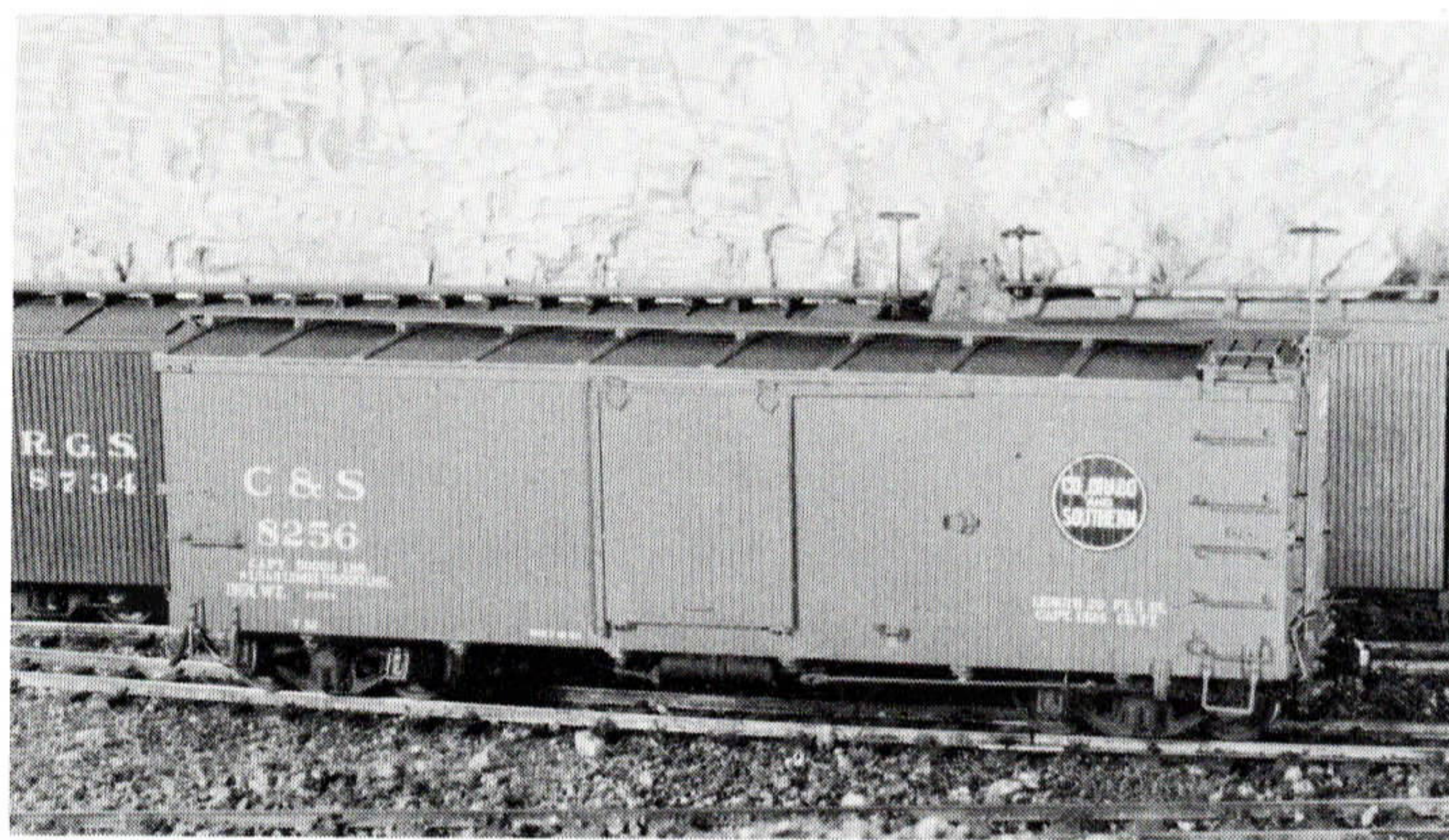


The pilings and caps which hold the 4 x 10 inch joists together show clearly in this photo of the framing of the mill. Note the nail holes in the caps.

A pond's eye view of the mill underframe showing the piling, the hard shell pond bank and the California Gold sand ground cover.



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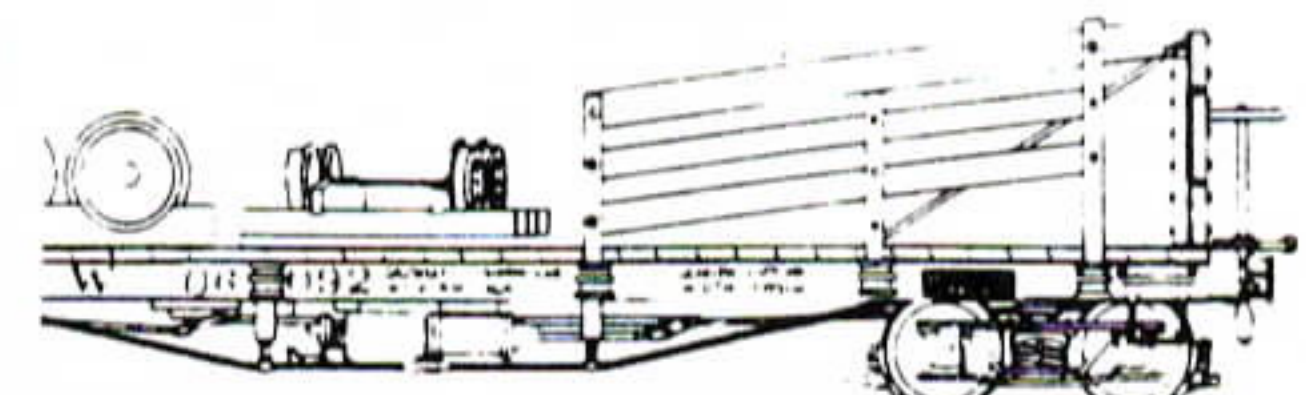
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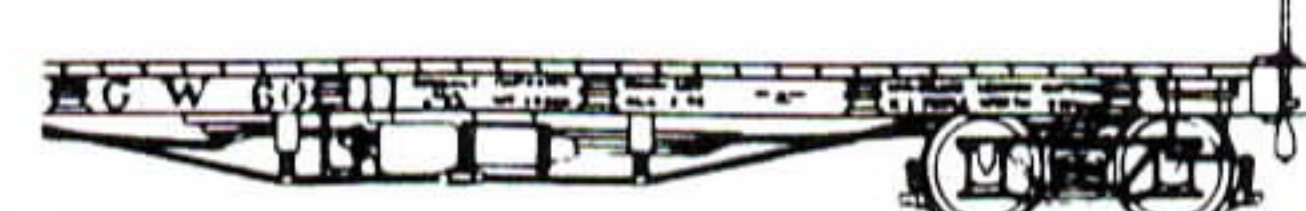
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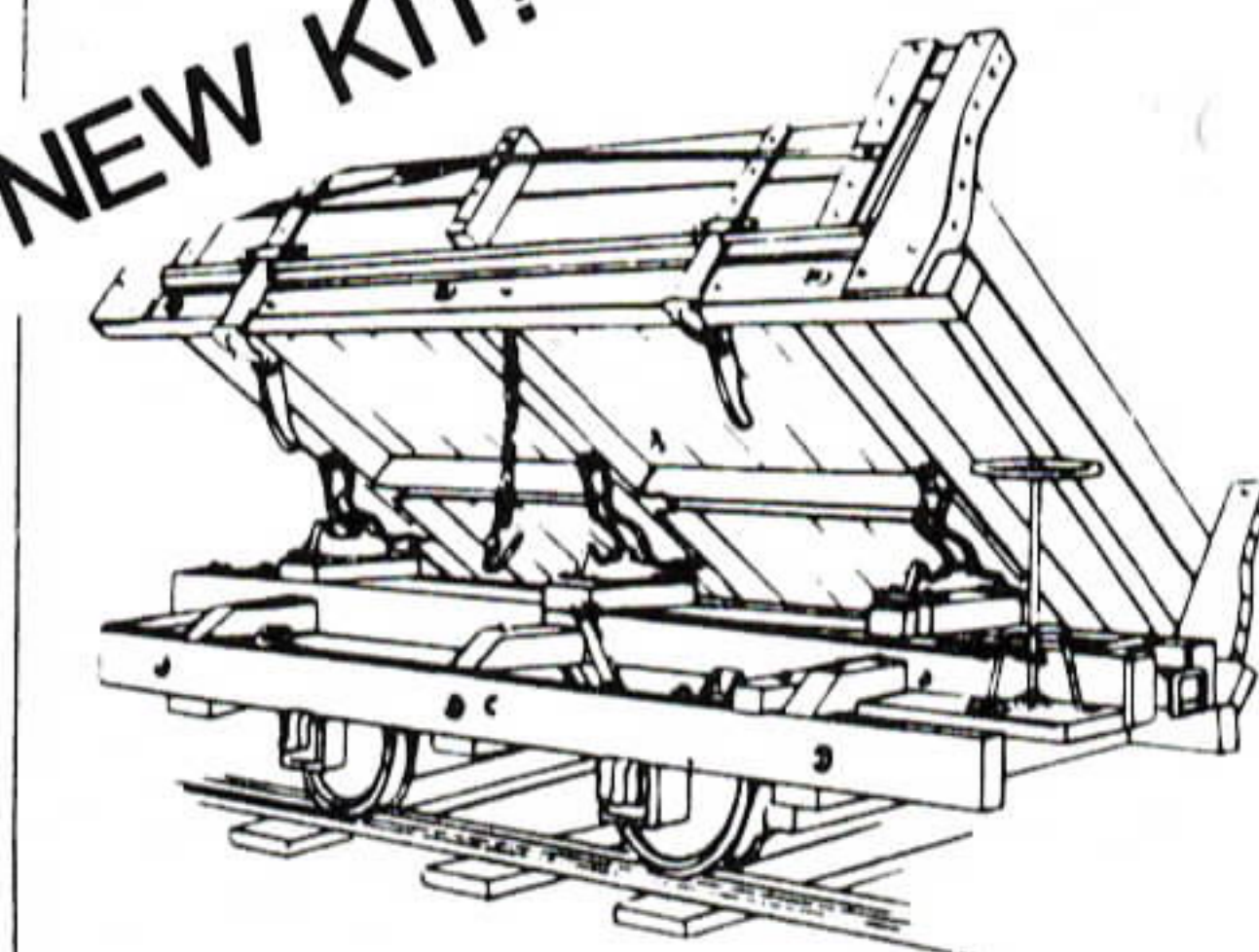
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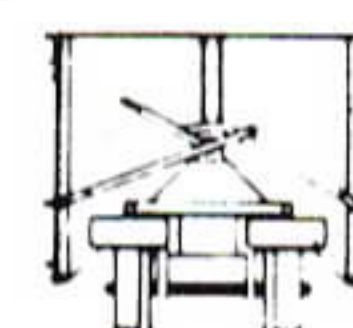
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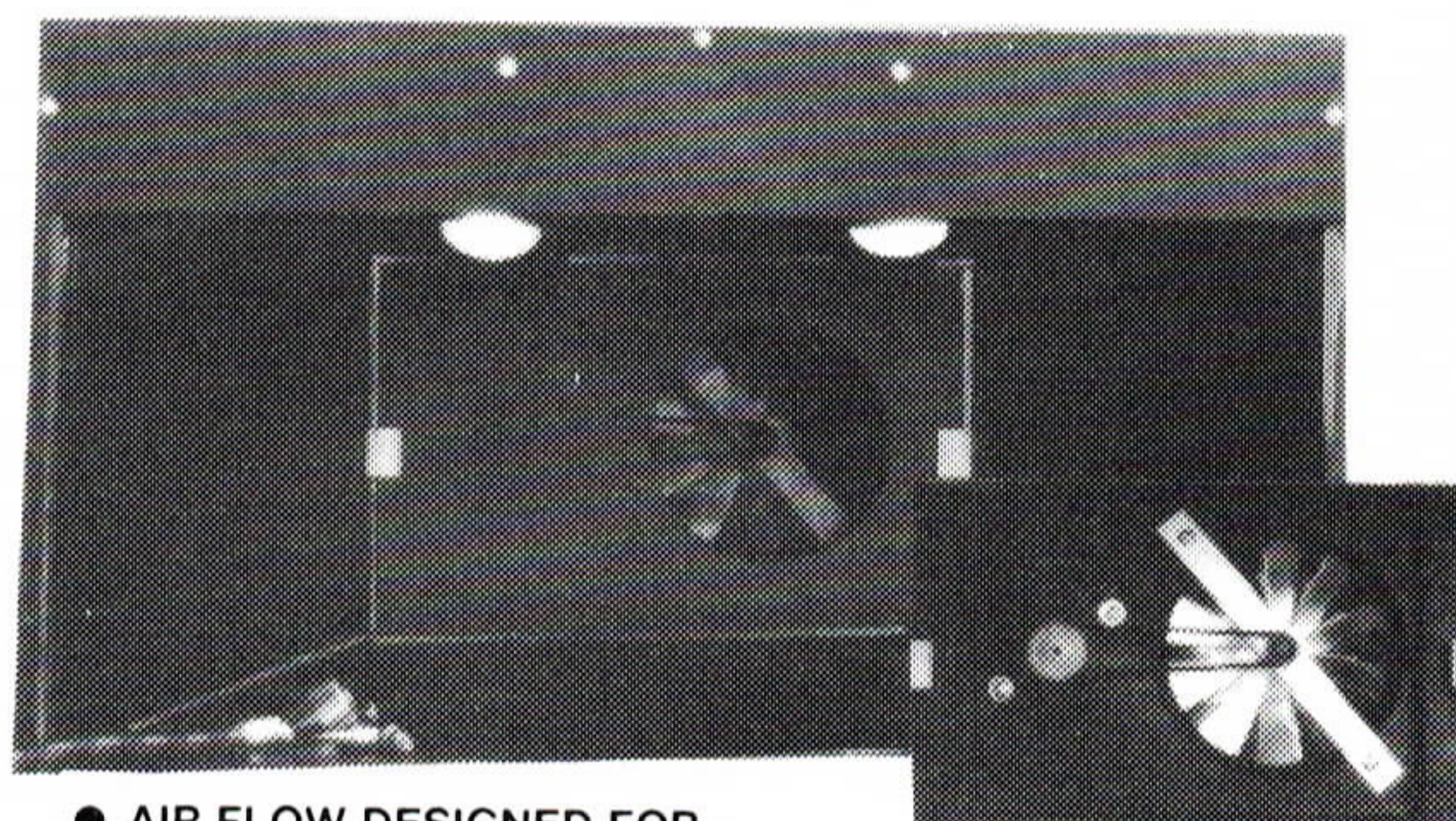
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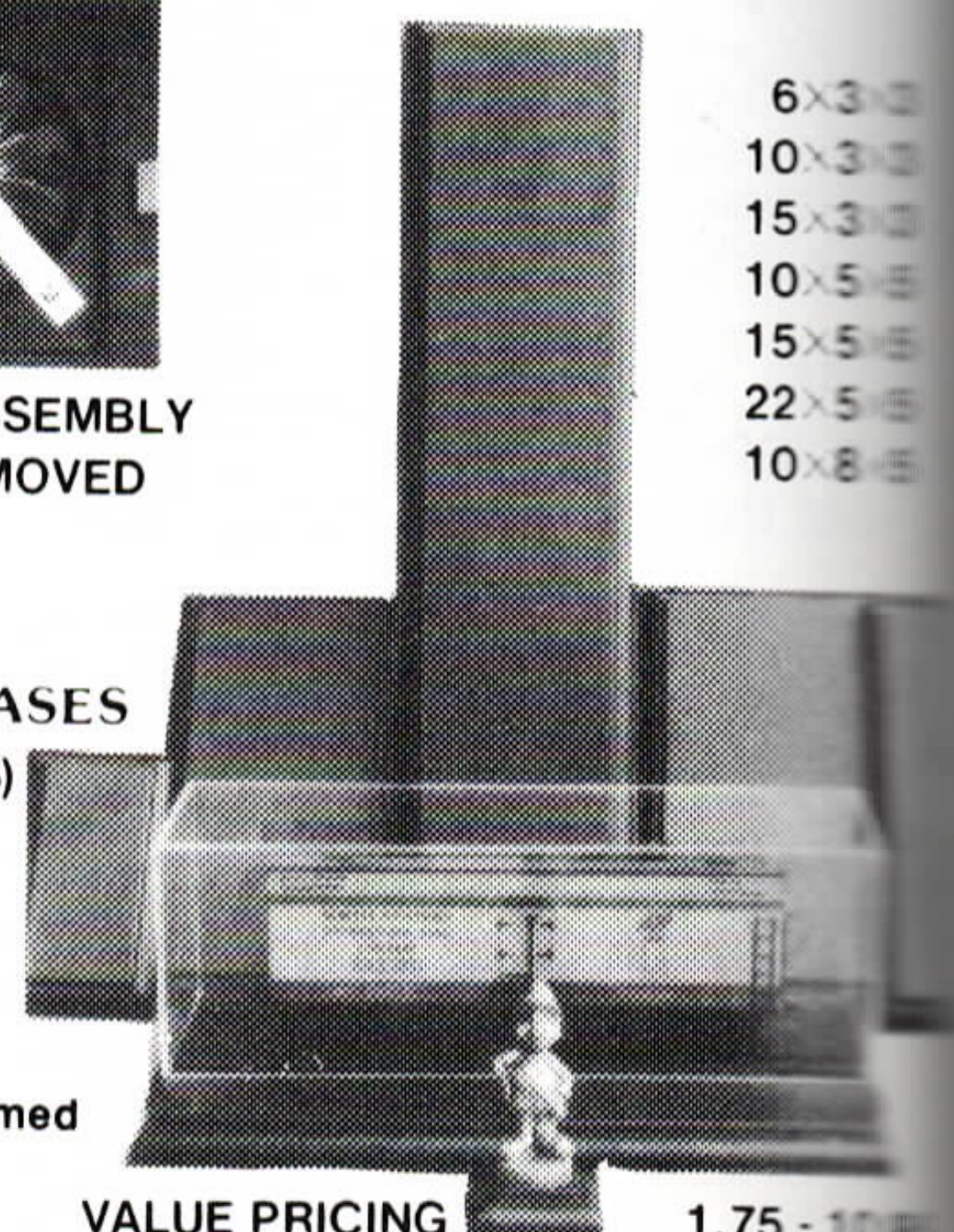
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☐ **MARCH/APRIL 1982** – Pilar Point Marine Railway, Turning a Smoke Stack, Track, Track, Track, Scratch-Building Wooden Passenger Cars, A Small Anthracite Slope Mine, A One Man Sawmill, V&T Passenger Car Shed, Virginia City, Nusbaum Chemical Co. Heisler.

☐ **MAY/JUNE 1982** – Rails Through the Sugar Cane, The Rail Line Box Car, Box Cars of the WW&F, The Innovative Joe Works, The Mighty Marion OQ, V&T Virginia City Freight Station, Forks Creek Pump House and Tools Shed, Machinery Details for a One Man Sawmill.

☐ **JULY/AUGUST 1982** – Painting and Weathering Styrene, an English Garden Railway, Riding the Goose, The International Rwy. of Central America, Colorado & Southern Reefers, Building D&RGW OV in HOn3, Building a Vintage Tractor, Build a Coal Conveyor, Converting HOn2½ Turnouts to HOn3, Artwork for Decals, Sumpter Valley #50.

☐ **SEPTEMBER/OCTOBER 1982** – A Low Cost 2-8-2 in HOn30, The Garden Railway, The Mt. Tamalpais & Muir Woods, Onboard as Used by the Lake Tahoe Ry. & Navigation Co., Building a Desk Top Layout, Tonopah Railroad 2-6-0 #1, V&T Virginia City, Turntable, Car Shop, and Yard Layout, Quincy & Torch Lake Gondola.

☐ **NOVEMBER/DECEMBER 1982** – The Glenwood and Black Creek, The Hancock & Calumet, The Original Central City Depot, The Argo Tunnel, A Portable Loading Ramp, The Huntsville & Lake of Bays Railway, Central City, Colorado Yard, Little River Lumber Co. 4-6-2, Shoshone Depot, V&T, Virginia City Roundhouse.

☐ **JANUARY/FEBRUARY 1983** – West Side Lumber Co., Heisler #2, Part 1, Gas Mechanicals, Eureka: a Ghost Town, Black Hills & Ft. Pierre, Part 1, Argo Tunnel: the Model, Shopping My T-12, The Central City Section House, Pilings, A One Room Schoolhouse, A Branch Line Ash Pit, The Songo River Bridge, V&T Brill Coaches #11-12.

☐ **MARCH/APRIL 1983** – Three Inexpensive Diesel Conversions, Colorado & Southern 'Coal Cars', Dynatrol, Colorado Aspens, The Southern Pacific Narrow Gauge, A Small Oil Facility, Central City, Colorado Buildings, The Argo Tunnel, V&T Brill Coach Interior Detail.

☐ **MAY/JUNE 1983** – Freight Operations on the NPC, Smelters, Baldwins in the Trenches, A Tour through Little Helen Mill, The Idaho Springs Depot, Work Room Efficiency, Central City Industries, A Small Sanding Facility.

☐ **JULY/AUGUST 1983** – The Mill on Trout Creek, The Keystone Copper Mine Work Motor, The Colorado and Southern, The DSP&P Facilities at Alpine, Installing Sound in the Grandt Porter, Logging in Oklahoma, 16mm Railcar, Central City, Alley Views of Idaho Springs, F&CC Cabooses, V&T Gold Hill Station, A Branch Line Coaling Station.

☐ **SEPTEMBER/OCTOBER 1983** – The Lawndale Dummy, Military Light Railways of the U.S. Army, Building an On3 Portable Air Compressor, Lumber Transfers, Railroad Right-of-Way Signs, A Baldwin Three-Foot Gauge 0-4-0T, V&T Reno Yard and Water Tank, Alpine Station, Privy, and Storage Shed, The Corner Repair Shop in Idaho Springs.

☐ **NOVEMBER/DECEMBER 1983** – The Pacific Coast Railway, A Vintage Turntable, Positive Turnout Control, Modeling in Nn3, Brick Row of Businesses in Idaho Springs, Oklahoma Gold (oil wells), Lawndale #5, The Yorke Pool Hall Bordello, V&T Reno Enginehouse, A Stiff Leg Derrick.

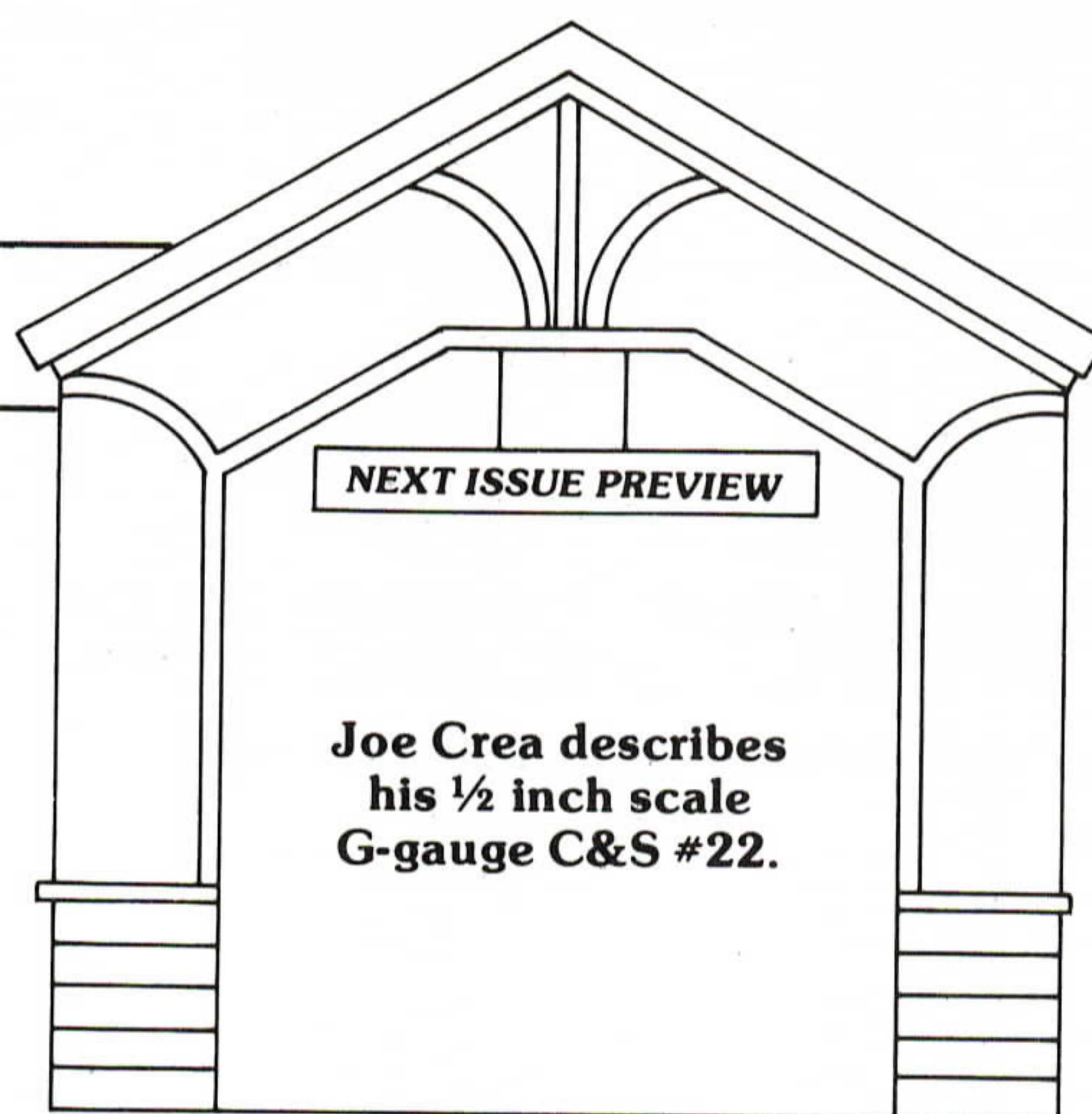
☐ **JANUARY/FEBRUARY 1984** – F. H. Stoltze Land & Lumber Co. in On3, German Military Rwy. in W. W. II, Lettering the Colorado Lines, The Kiso Forest Rwy., C&S Coal Cars, An HO McGiffert, A Poorman's K-27, Building a Vertical Boiler, Colorado & Northwestern 2-8-0, V&T Minden, NV Station.

☐ **MARCH/APRIL 1984** – The Thunder Lake Narrow Gauge, German Military Railways of World War II, Momentary Contact Sound Cam, Compressed Air Locomotives, Notes on Lettering the Colorado Lines, The Case for a Small Space, The Chooch Country Store, Thunder Lake Narrow Gauge 2-8-0 #9, South Pacific Coast Agnew Freight Station, V&T Construction Car #6.

☐ **MAY/JUNE 1984** – Low Cost Disconnects, C&S/RGS Stock Cars, Colorado in 1939, Mamod Kit, Paul Scoles on Scenery, Scratchbuilding a Willamette Hoist Engine, Lighting Your Cabooses, Timber Over-Bridge, Ore Processing Part 1, Durlin Branch of the D&RGW, Archbar Trucks, V&T Carson City, Nevada Track Plans, Northwestern Pacific 4-4-0 #91.

☐ **JULY/AUGUST 1984** – Sawmill Chronicles, Part 1, Modifying the Grandt Line Porter, Head End Signals, Ore Processing, Part 2, Camp Eight, Flumes, Paul Scoles on Scenery, Detailing the Flying Zoo Climax, The Georgetown Loop, Scratchbuilding an F&CC Caboose, An 18-ton Climax Plan, The Idaho Springs Machine Works.

☐ **SEPTEMBER/OCTOBER 1984** – An ET&WNC Caboose, Realistic Hay Bales, Realism with Pastel Pencils, EBT Hoppers, The Station Agent, An On30 4-6-0, Ore Processing, Part 3, The Sawmill Chronicles, Part 2, A Skewed Kingpost Bridge, EBT Rockhill Sandhouse, EBT Mt. Union Enginehouse.



ORE PROCESSING



A MODELER'S PERSPECTIVE

PART 4: THE BASE FOR YOUR MILL

by John Hitzler
Photos by the author

In the last issue I wrote that I would discuss bins and chutes in this issue. Instead, at the request of the editor, I am going to describe the base of the model mill itself. Bob suggested (and I agree) that it would be nice for you to have a base upon which to install the mill machinery as I describe it.

The base of a mill needs to be made out of a solid and stable material. I used Plexiglas for the base on my Little Helen Mill (May/June 1983 **GAZETTE**) only to find out later that Plexiglas and wood do not expand and contract at the same rate. This caused some of the wooden parts of the Little Helen Mill to warp and split when I transported the model in cold weather. The base of the mill I am describing in this series is built out of 1/2 inch A-C plywood pieces, glued and screwed together as shown in the figures and photos.

The layout of the base was determined by the arrangement of the mill equipment. The heights of levels three and five were set so that there would be a flat floor access to the tops of two storage bins. The heights of levels one, two, and four were similarly determined by the heights of the pieces of equipment on these levels. The dimensions of the horizontal floor areas were determined by the size of the equipment with a reasonable amount of space added around each machine for a work area.

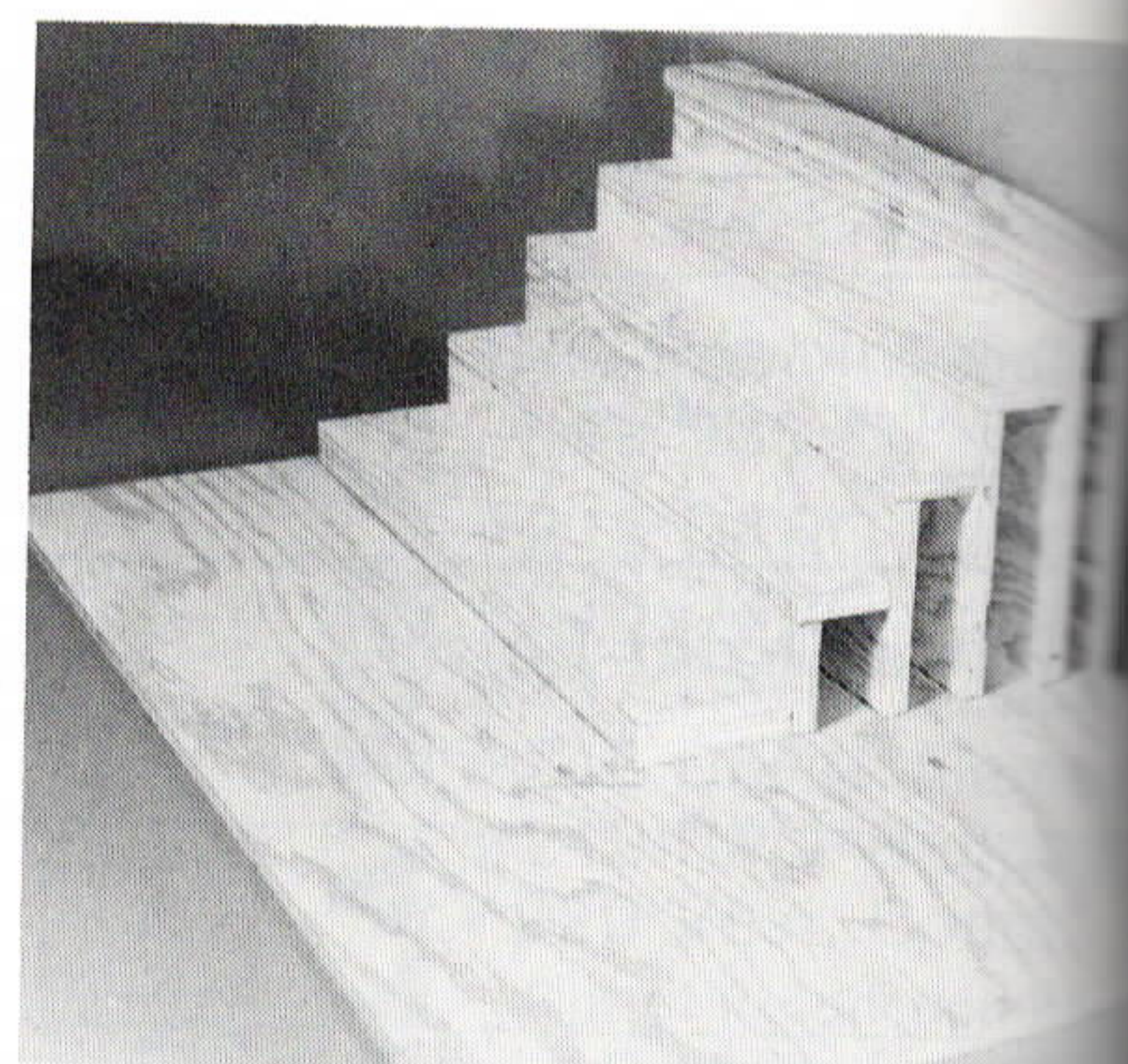
The mill has six work levels. The top floor is the upper work and dump area. Sorting tables are also located on level one. Level two has the raw ore bin and the grizzly and crusher described in the September/October issue are below it on level three. Level four contains the secondary ore bin with chute access platforms. Level five is for the stamps and supplemental amalgamation equipment and level six is where the concentrating or Wilfley tables, drying pans and sacking areas are located.

Once I knew where all of the machinery was going to be, I built my base. You can use my dimensions as shown in the figures

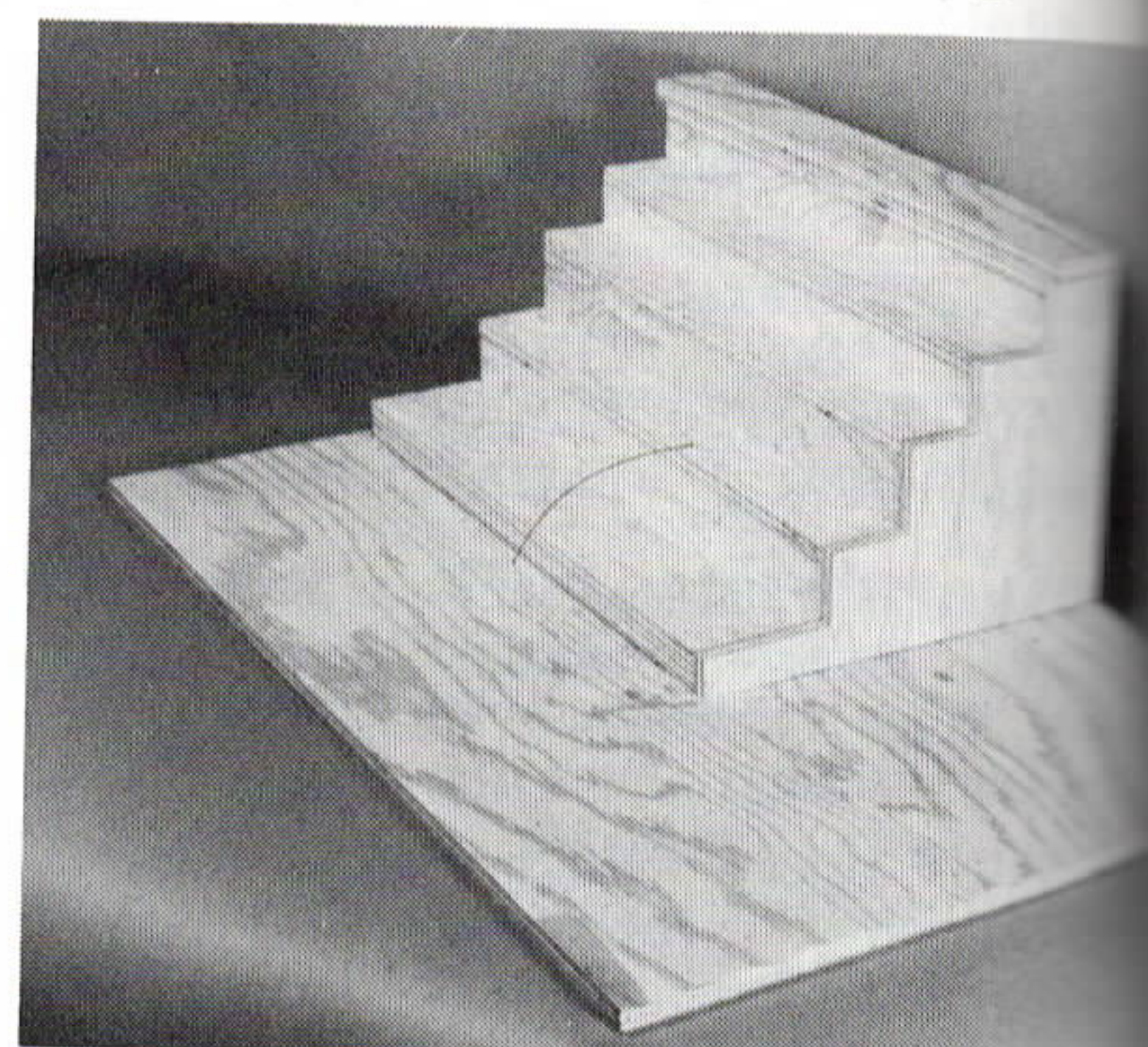
if you are going to build your mill as you follow this series. The dimensions on my drawing are for HO scale. Doubling these dimensions should work for O scale because I have allowed plenty of work area on the various levels. When you are cutting your plywood, remember to subtract 1/2 inch for the floor and side pieces as shown in the figures by dotted lines. Cut all of the same size pieces with the same setting of the saw so the parts will be exactly the same size. Once all of the pieces are cut, assemble them as shown. Note that all of the vertical supports extend all the way down to the base board, much like trestle bents and that level five is just two pieces of plywood, one on top of the other. If you are concerned about the baseboard warping, a framework of 1 x 2 inch wood will add strength. My mill will be installed on a larger diorama base which will provide added strength. If you are modeling in O scale and are using the C.H.B. Models machinery, check to make sure the equipment fits. I cut the two side boards after the vertical supports were in place. This allowed me to cut the side boards to match the stepped shape of the vertical supports. The side boards are glued in place.

Once my base was complete, I covered the vertical surfaces with Holgate & Reynolds HO-122 stone material. The floors were covered with .040 styrene. Both coverings were glued in place with epoxy. Then I painted the walls and floors. Most floors in prototype mills were made out of concrete with an asphalt overlay. The asphalt floor prevented any loose ore grains from falling between the cracks in the concrete and being lost forever. I painted my floors a dirty black and the walls a stone color. I will weather and streak my walls while the equipment is being added to make sure that the location of the weathering corresponds to the equipment locations.

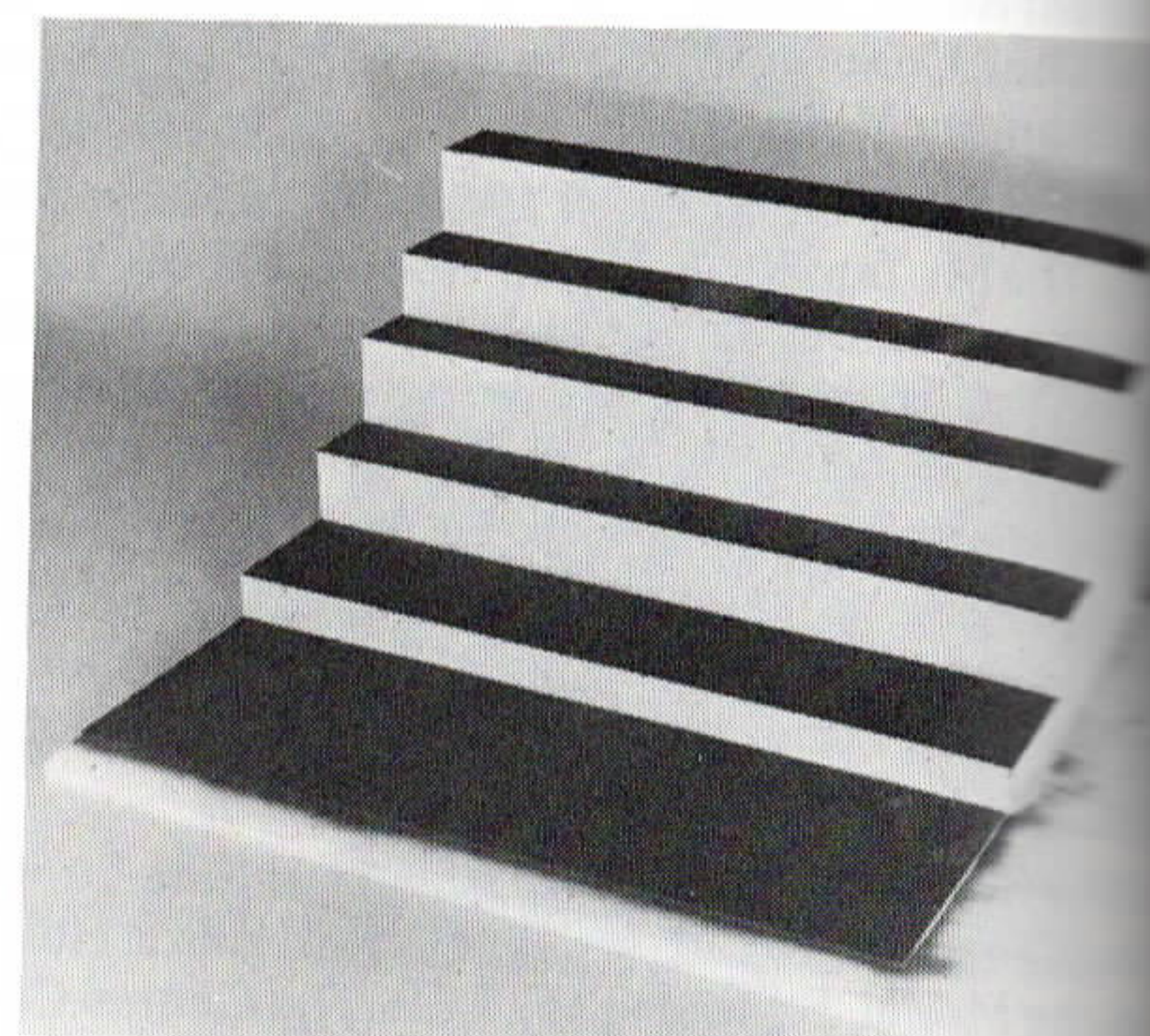
Next time I will (as I promised in July) finally describe the bins and chutes.



The plywood base and vertical supports of the author's HO scale Ore processing mill.



The mill base with the plywood end piece in place.



The completed mill base waiting for machinery.

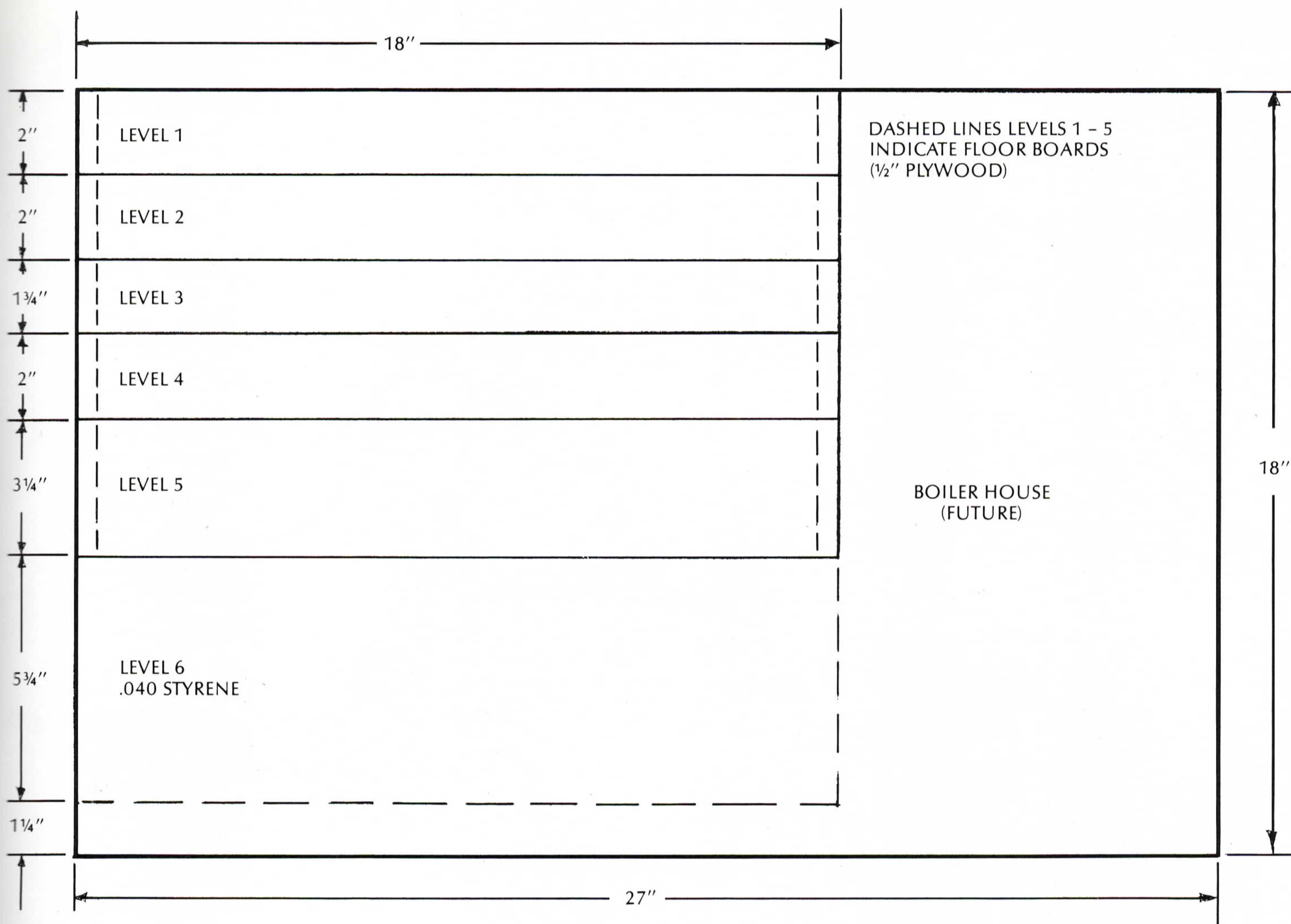


FIGURE 1. MILL FLOOR PLAN

DASHED LINES LEVELS 1 - 5
INDICATE SIDE-BOARDS
($\frac{1}{2}$ " PLYWOOD)

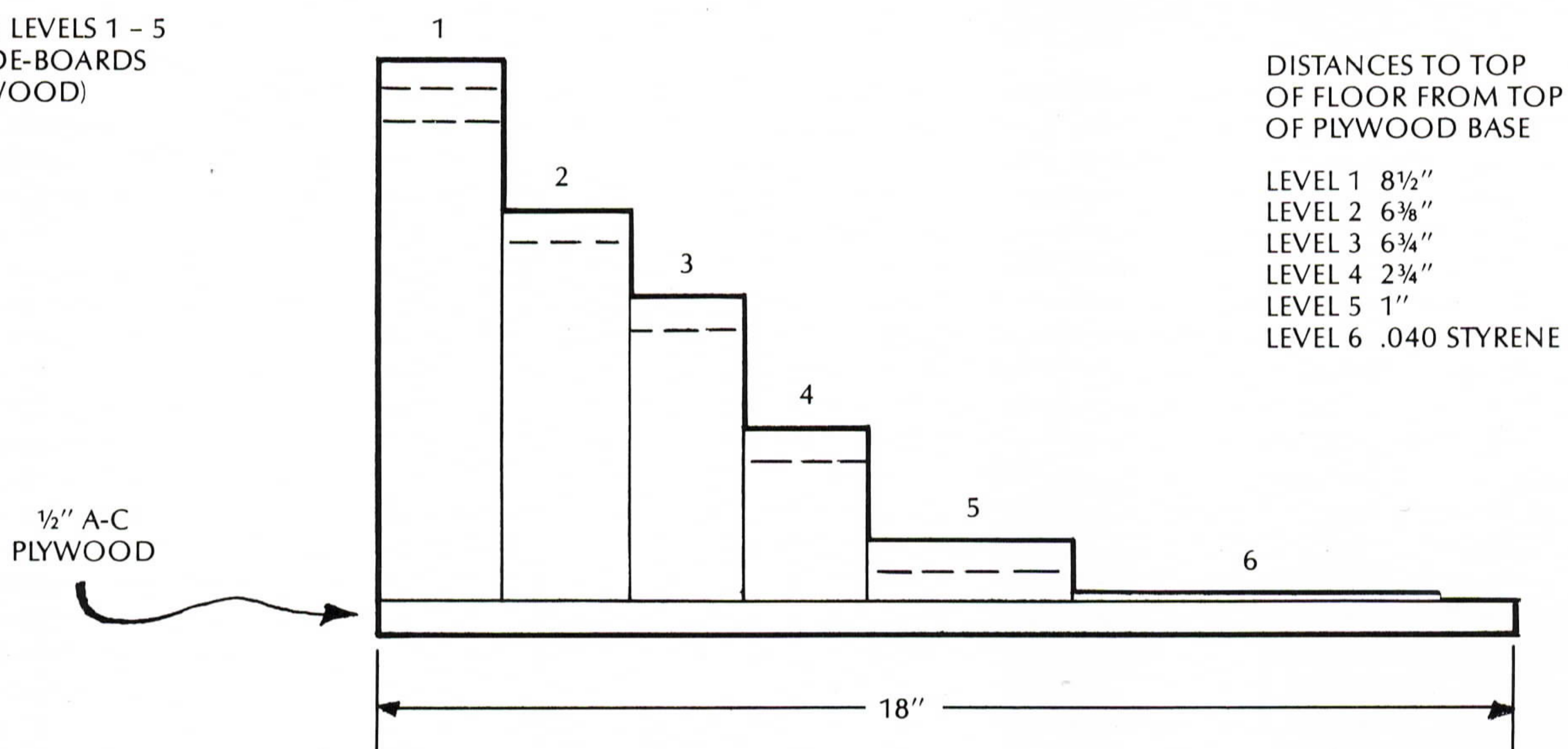


FIGURE 2. MILL ELEVATION

The Colorado Railroad Museum

by Don Heath



RGS #20 on her track at the Colorado Railroad Museum. Photo by Don Heath.

This has been a milepost year for the Colorado Railroad Museum. This past summer, the museum celebrated its 25th birthday by making the largest single purchase in its history: the Shank collection. In the September/October 1982 **GAZETTE**, I told the story of the Shank's acquisition of this collection of rolling stock and related hardware, which was then known as the Durango Railroad Museum. During July of 1984, Rio Grande Motorways moved the 15 truckloads of railway equipment north and east across the Colorado Rockies to the Denver area to join the already impressive roster of equipment at the Colorado Railroad Museum's home in Golden Colorado.

The Colorado Railroad Museum got its start back in the fall of 1948 when Robert W. Richardson and a partner moved from Ohio to Alamosa, Colorado, and established the Narrow Gauge Motel there. The partners began collecting everything they could

on Colorado railroading, with particular emphasis on the narrow gauge heritage of the region. Soon Richardson began to publish a mimeographed newsletter called the **NARROW GAUGE NEWS** (later known as the **IRON HORSE NEWS**). Shortly thereafter, Richardson purchased ex-D&RGW consolidation #346 from the Montezuma Lumber Company and the process of rescue and restoration was underway. It was not long before the Narrow Gauge Motel had track, a three-way stub switch and a growing collection of 3-foot gauge equipment. A replica depot was built to house small artifacts, photos, and the growing collection of paper memorabilia.

The Rocky Mountain Railroad Club in Lakewood, Colorado contracted with the Narrow Gauge Motel for the storage of RGS 10-wheeler #20 and it was moved onto the trackage in Alamosa. RGS consolidation #42 also made the move to the

motel. Later it was sold to Magic Mountain near Denver, and then to Charles Brackley Jr. who moved it to Durango for his Durango and Silverton Narrow Gauge Railroad.

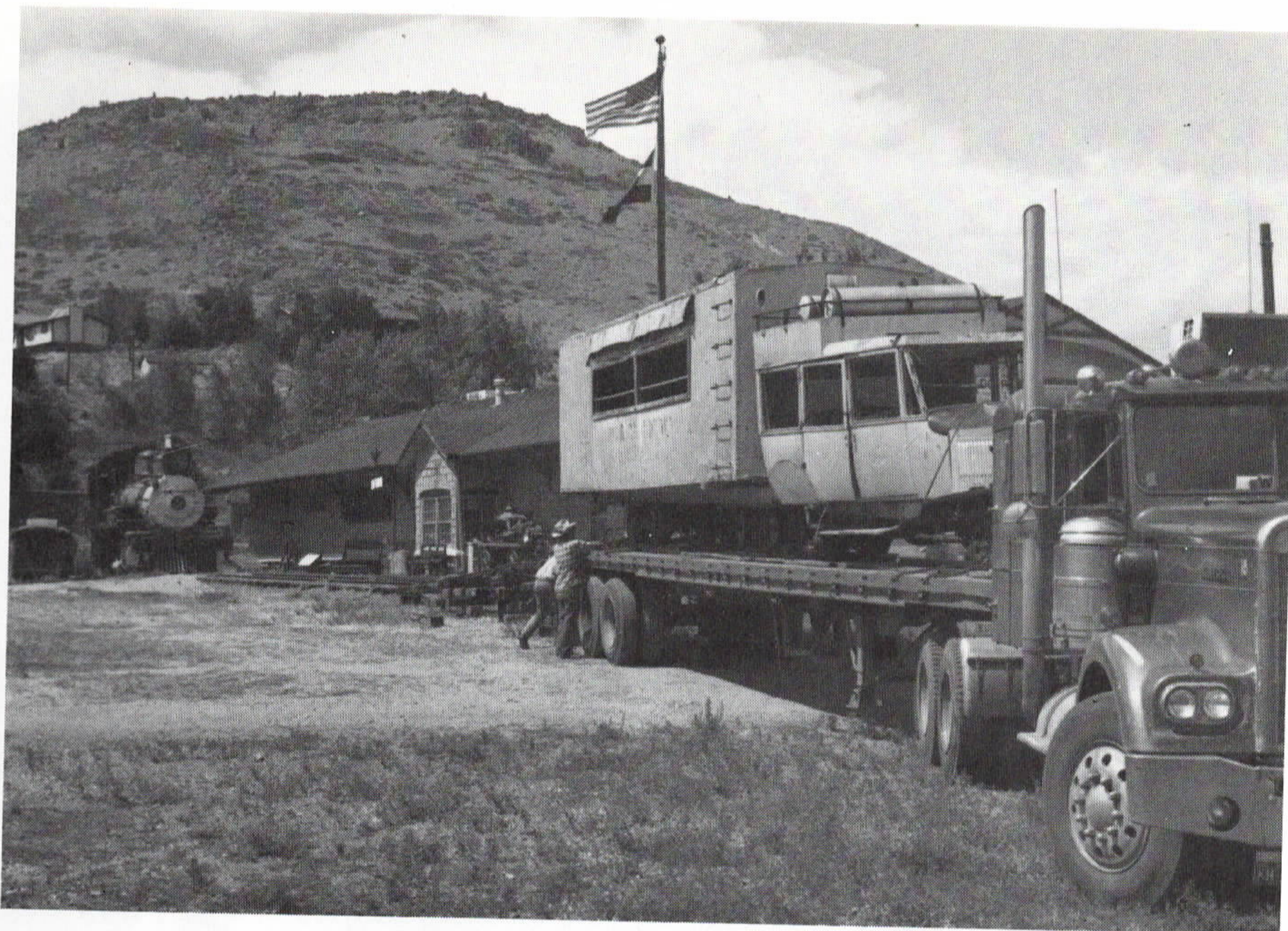
In the ten years following the start of Richardson's fledgling collection at the Narrow Gauge Motel, most of the narrow gauge lines in Colorado were abandoned and there was wholesale scrapping of equipment. Bob Richardson waged a single-minded and nearly single-handed campaign to save rolling stock and records from the scrappers. He was up against the attitude of Colorado citizens of that time, a general disinterest in preserving the physical history of narrow gauge in Colorado. And, among those who were interested, there was inertia, and conflicts of interest between various local groups. All this provided many frustrating moments for Bob, but he was able to bring tons of records and additional equipment to Alamosa. D&RGW narrow gauge consolidation

tion #318 was an important addition during this period. Cornelius Hauck, another Ohioan, helped in the acquisition of this engine which had originally been built for the Florence & Cripple Creek and had made the "last runs" on the Pagosa Springs and Ouray branches of the Rio Grande.

Ten years down the line, more space and additional backing were needed; it was time to make a major move. In 1958, Cornelius Hauck joined with Bob Richardson in the decision to create the Colorado Railroad Museum. They checked out several locations, including two in the Salida-Poncha Springs area, as well as sites in the vicinity of Como and Fairplay. Finally a 15 acre site east-northeast of Golden was chosen. There was less land than the partners wished; however, they felt that Golden's proximity to the major metropolitan area of Denver would bring the citizen participation that would keep the museum alive. Against the impressive backdrop of North Table Mountain, construction began on a depot-styled museum structure meant to resemble the masonry style of the 1880's. Ten years of accumulated railroadiana began the trip north. Interior displays were built, rails were spiked down, and rolling stock was moved onto the property. In July of 1959, the Colorado Railroad Museum opened its doors to the public.

After the museum opened, acquisitions speeded up. In late 1959, ex-Rio Grande narrow gauge business car "K," which had been re-designated "B-8," was discovered in a back yard in Grand Junction. It was soon on its way to the Museum and restoration. Other major gifts and acquisitions began to arrive, including a number of standard gauge items. During 1962, the CRM purchased ex-D&RG 583, a Baldwin consolidation built in 1890, and an Alco-built 0-4-0 industrial saddle tanker, both standard gauge. The following year, the Burlington System donated a 317 ton class 0-5, 4-8-4 numbered 5629, to the Inter-mountain Chapter of the National Railway Historical Society, for exhibit at the museum. The NRHS also owns a Burlington business car and a Santa Fe observation car that are currently on display at the CRM. The museum also has the beautifully restored Colorado Midland observation car #111, along with an RPO from the Colorado and Southern. A standard gauge combine from the Great Western is now coupled to locomotive #583 in front of the "depot."

The Rocky Mountain Railroad Club owns six pieces of equipment stored on the museum grounds. In addition to RGS #20, there is the RGS business car, "Rico," D&RGW short caboose #0578, one inter-urban car, and two trolley cars. There is a standard gauge billboard reefer that was owned by Coors and a steam incline locomotive that was donated by the Manitou & Pike's Peak Railway. Across the road from the museum proper, but also on museum property, are a Union Pacific 0-6-0 that used to be a yard switcher in Denver, a C&S rotary snow plow and a CB&Q



Moving #7 Goose off its trailer at the Colorado Railroad Museum. Photo, courtesy of the Colorado Railroad Museum.



"Pee Wee," an 8-ton Plymouth Diesel, pulling caboose #0578 with a chain. Photo by Don Heath.



A pygmy moving a giant. Little "Pee Wee" shifting #50. Photo, courtesy of the Colorado Railroad Museum.



Volunteers check a new steel step on caboose #0524. Photo by Don Heath.



"Pee Wee" helps move Goose #6. Photo, courtesy of the Colorado Railroad Museum.

caboose. Back inside the fence, there are several additional "cabeese." Near a large wooden standard gauge Colorado & Southern unit sits a tiny C&S 4-wheel shack that used to roll the old narrow gauge line past the present site of the museum up Clear Creek to the mines.

And there is more: RGS caboose #0404 is resident at the CRM. A classic not to be missed if you visit is D&RGW narrow gauge coach #284, which used to roam the Santa Fe and Silverton branches of the Rio Grande. Several other passenger cars are being restored, including D&RGW coach #256 and two narrow gauge Pullmans, one of which was operated on the Uintah Railway. There is also an assortment of narrow gauge freight and maintenance-of-way equipment "cluttering up the yard." There are boxcars and stock cars from

several roads and there are refrigerator cars, gondolas and flatcars from the D&RGW. Rio Grande flanger OC is also part of the collection.

And now, in 1984, the Colorado Railroad Museum has acquired, in its entirety, the Durango Railroad Museum. This collection of rolling stock and related paraphernalia was assembled over the past 13 years by Bob Shank, Jr. and his wife, Julie. Fifteen major items plus artifacts, ties and rail were moved up from Durango. Now, the Colorado Railroad Museum has half of the RGS galloping geese in existence with numbers 6 and 7 joining #2, which has been operating at the museum. "Work Goose" #6 is now operating, and plans are afoot to restore "Passenger Goose" #7 to operating condition as well. Goose #7 had its express body modified for passenger

service in the final days of the RGS. In addition, Diesel switcher #50, at one time the Rio Grande's Durango yard engine, will get a transmission re-build and join "Peewee," the 8-ton Plymouth gas locomotive in shuffling rolling stock at the museum.

Other new arrivals in the Shank collection include D&RGW RPO #60 and restored D&RGW short caboose #0524. Two boxcars, a stock car, a drop-bottom gondola, a short reefer, and caboose body #0548 are being re-painted for preservation. Water car #493 is a unique item in the collection. It was rebuilt many years ago from a C-16 tender. Included in the acquisition are also three pieces that were used as structures at Vance Junction on the RGS: a very old flat-roofed RPO, a coach, and a standard gauge boxcar.

Colorado Railroad Museum volunteers Dirk Ramsey and Greg Helser repair the air pump on #346. Photo by Don Heath.



Bob Richardson, with arms crossed on the left, talks to volunteers during a break in unloading the Shank collection at the Colorado Railroad Museum. Photo by Don Heath.



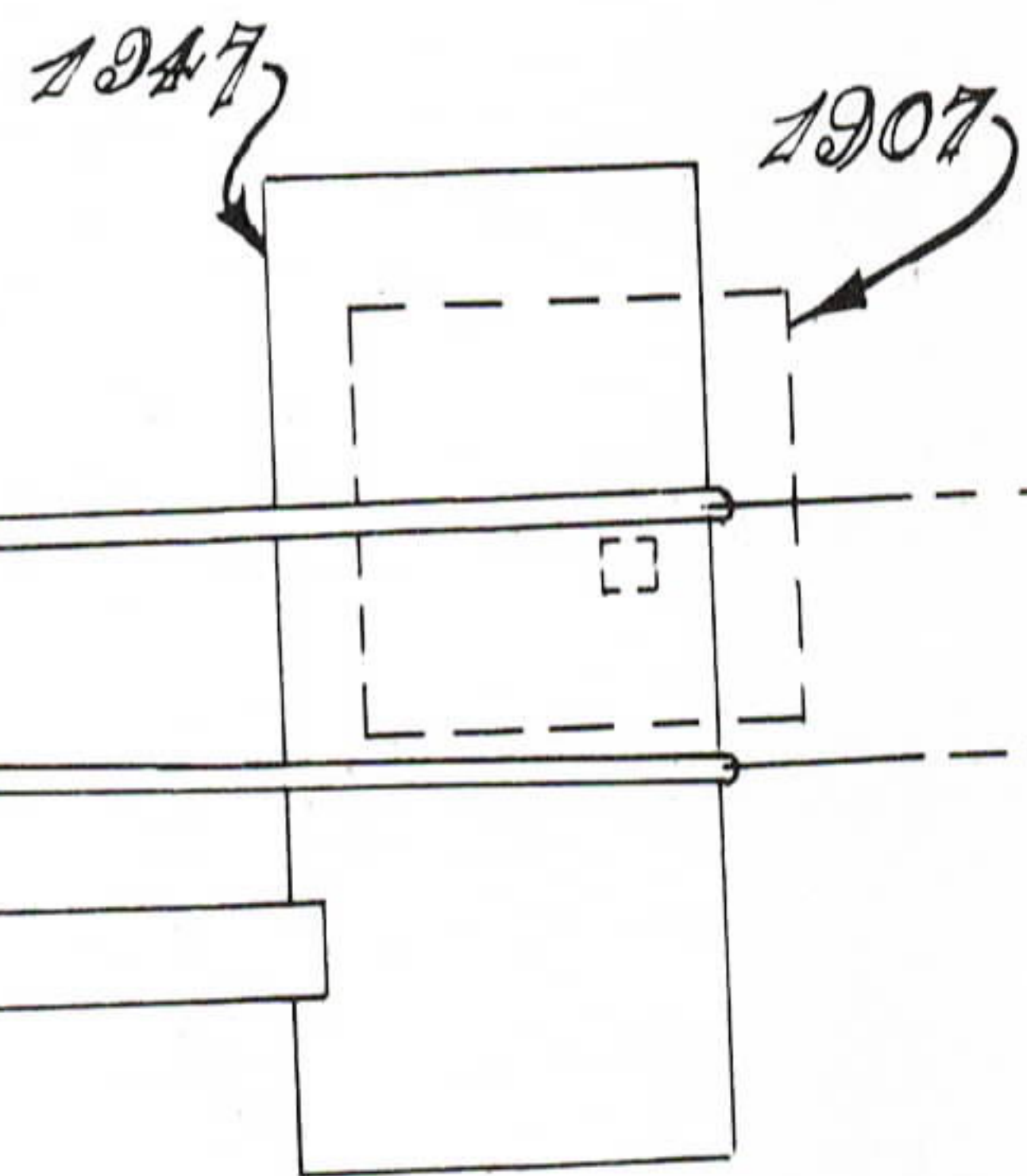
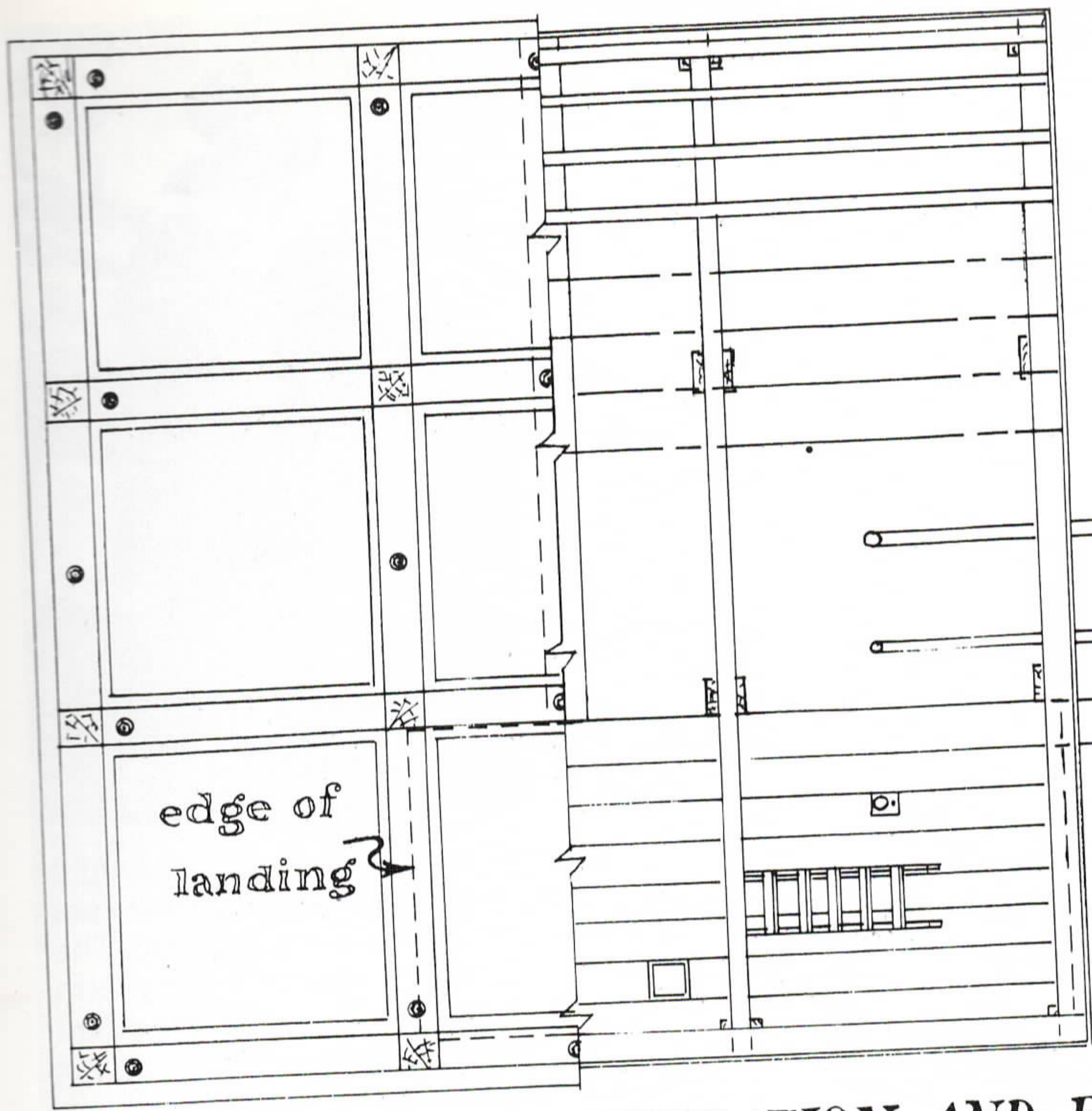
Volunteers at the Colorado Railroad Museum switching rolling stock. Photo by Don Heath.



All of this "new" equipment has brought into focus the growing need at the museum for additional volunteer involvement. The staff and the small group of long-term dedicated volunteers have an important job to do, and they could use some help. All of this equipment needs to be protected, some of it needs to be restored, and there is a new display "yard" to be built. The CRM now has 40 pieces of narrow gauge equipment on wheels plus an additional 20 standard gauge items. Support is needed, both physical and financial. While most of the restoration is being handled by local talent, some volunteers are now coming from out of state, and spending their vacation time working at the museum. Dirk Ramsey, head volunteer with 22 years of experience, states that you don't need to have specific knowledge of railroading in order to make a valuable contribution to the cause.

Financial support for the Colorado Railroad Museum is routed through the Colorado Railroad Historical Foundation. The foundation is a non-profit, (tax-deductible) educational institution governed by a board of trustees. The specific purpose of the foundation is to further the preservation of western railroad history through operation of the Colorado Railroad Museum. The museum is administered by an executive director, a position ably filled by Bob Richardson, and is also home of the Denver HO Club which has an extensive operating layout in the basement of the "depot."

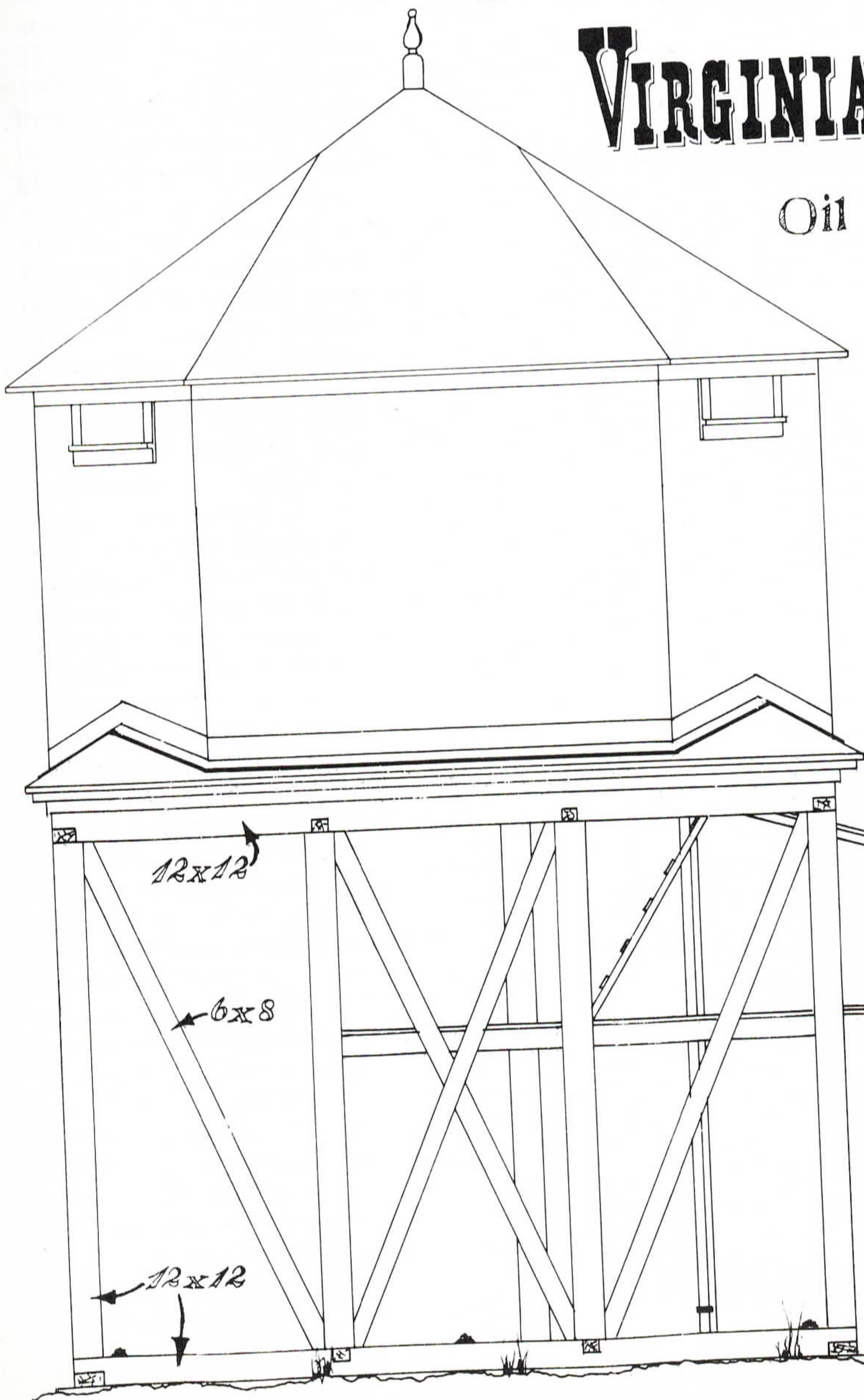
The Colorado Railroad Museum's primary source of income is from publishing the Colorado Rail Annuals and other books, but support also comes in the form of membership dues. There are three classes of membership: active at \$10.00 per year, contributing at \$25.00 per year, and sustaining at \$100.00 or more per year. Many have already joined the team, but more are needed. Hands-on involvement in restoration and operation or just joining the foundation are ways you can help out. The address is: Colorado Railroad Historical Foundation, Inc., P.O. Box 10, Golden, CO 80402.



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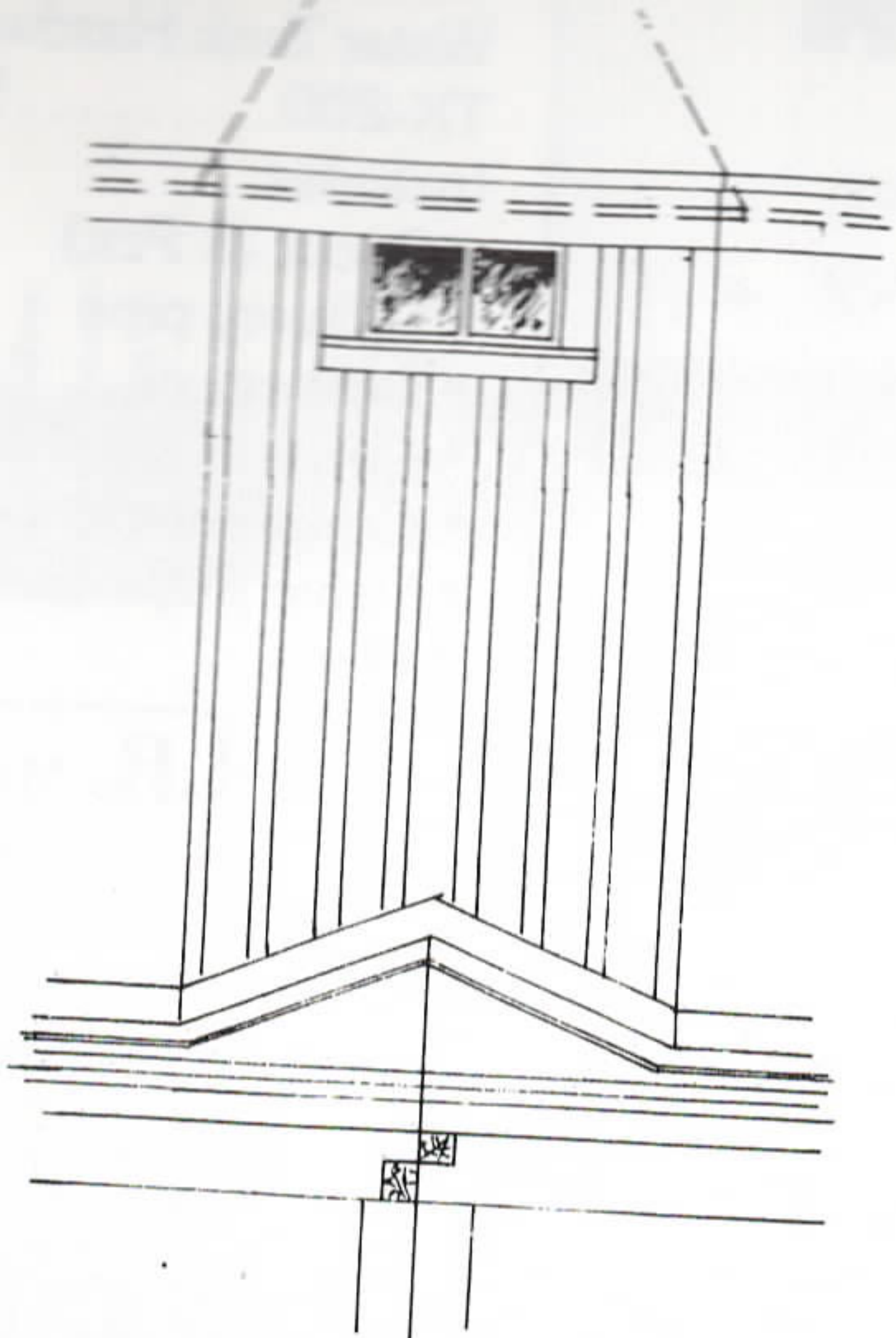
Oil Tank, Carson City, Nevada
1907 to 195



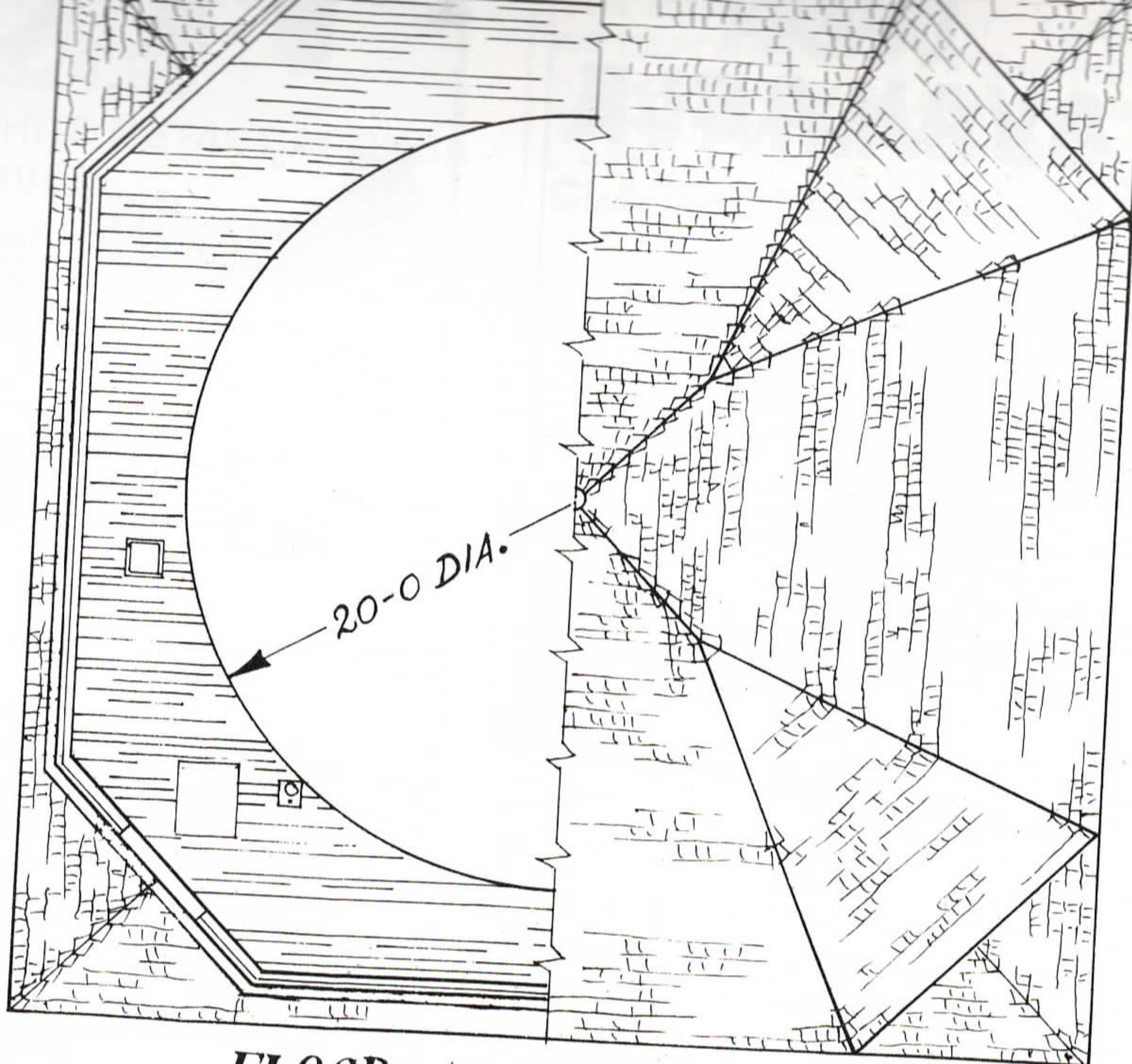
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ELEVATION

c. 1947

OIL



TANK HOUSE
CORNER



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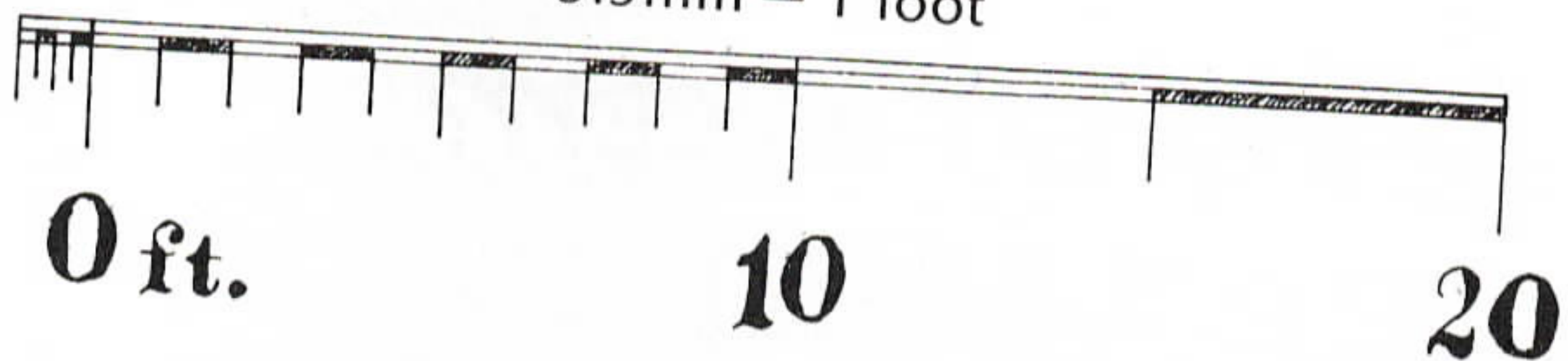
Drawn by Gary Caviglia

June 1979; Revised November 1981

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SCALE

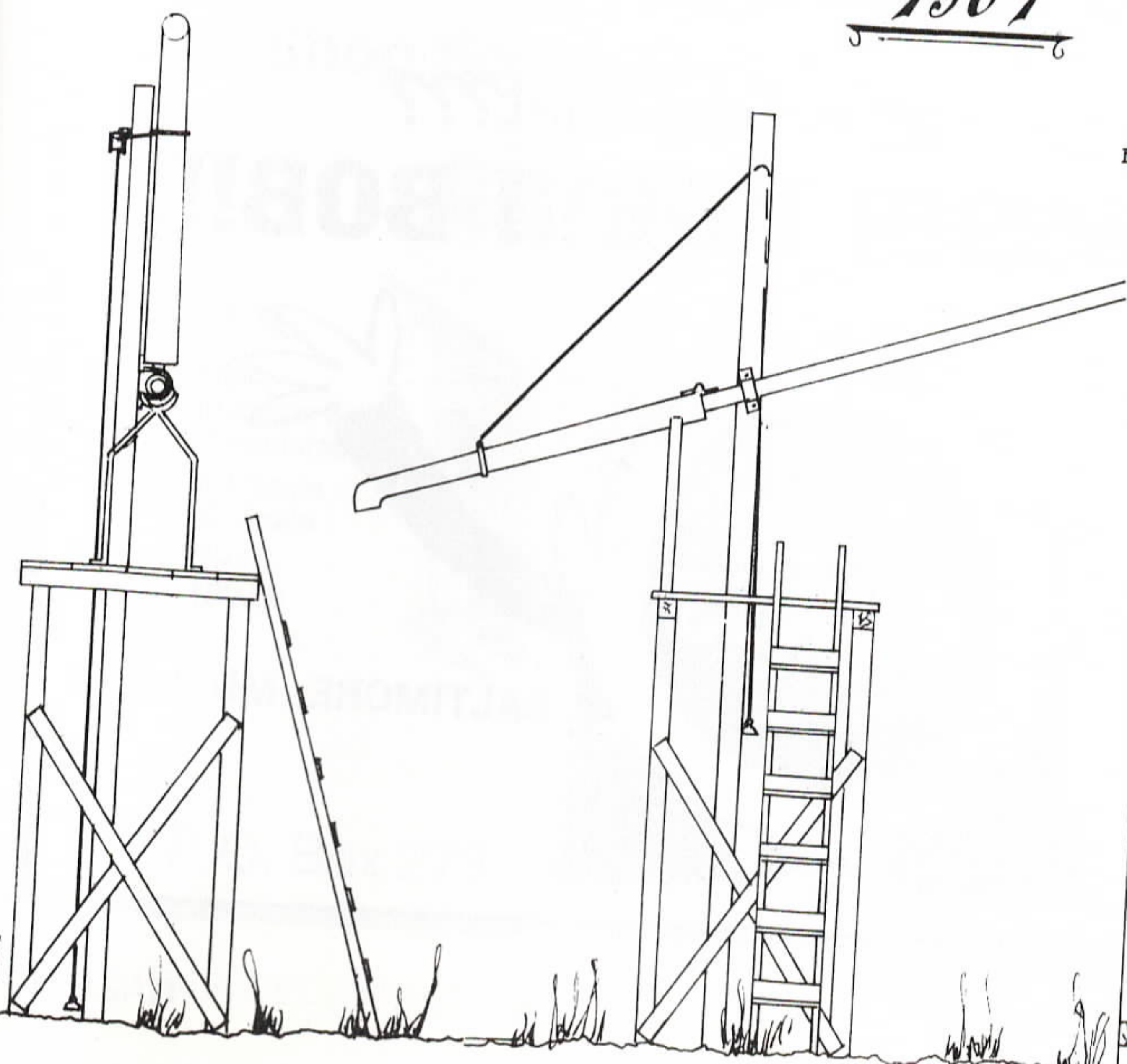
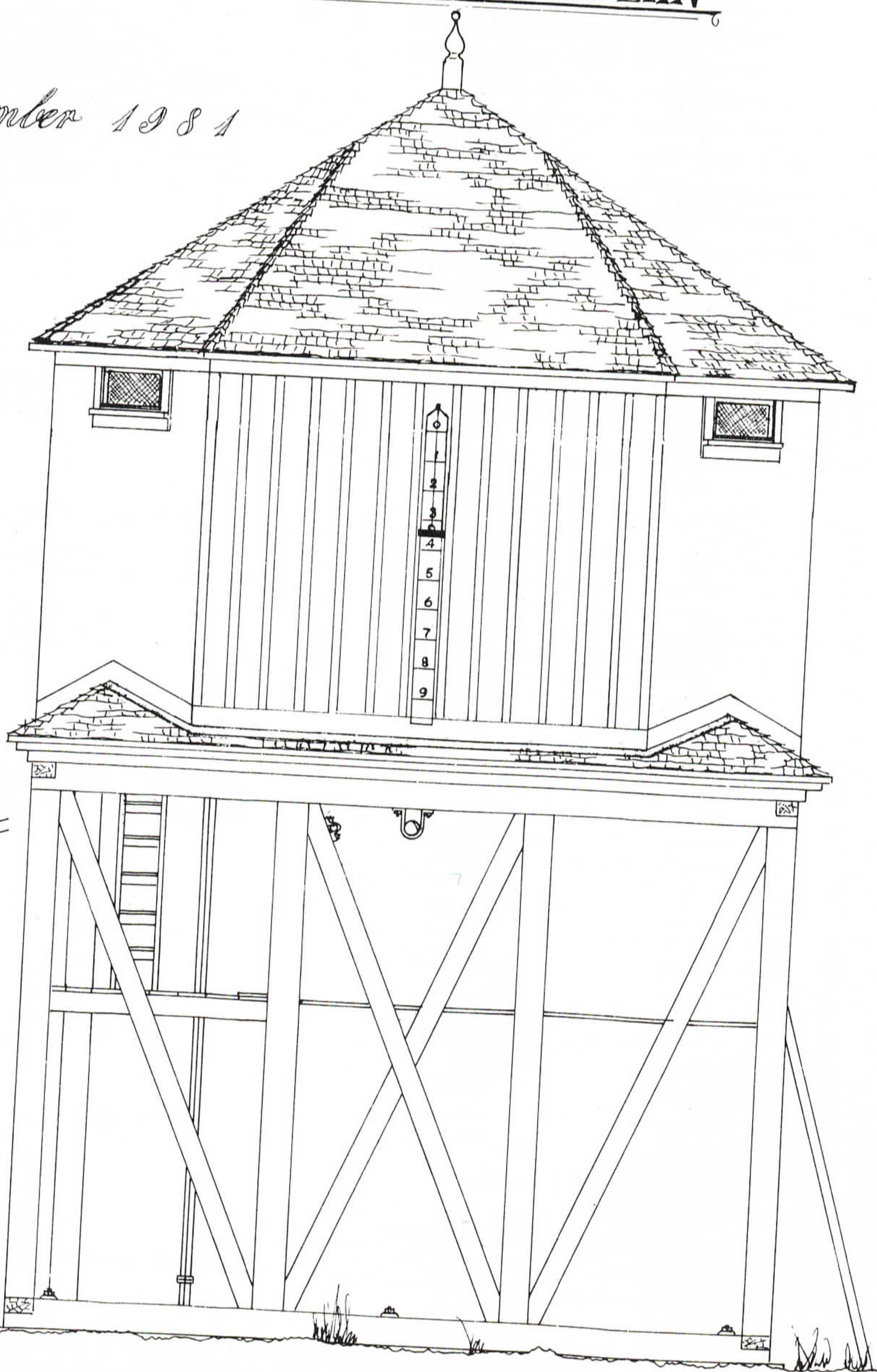
3.5mm = 1 foot



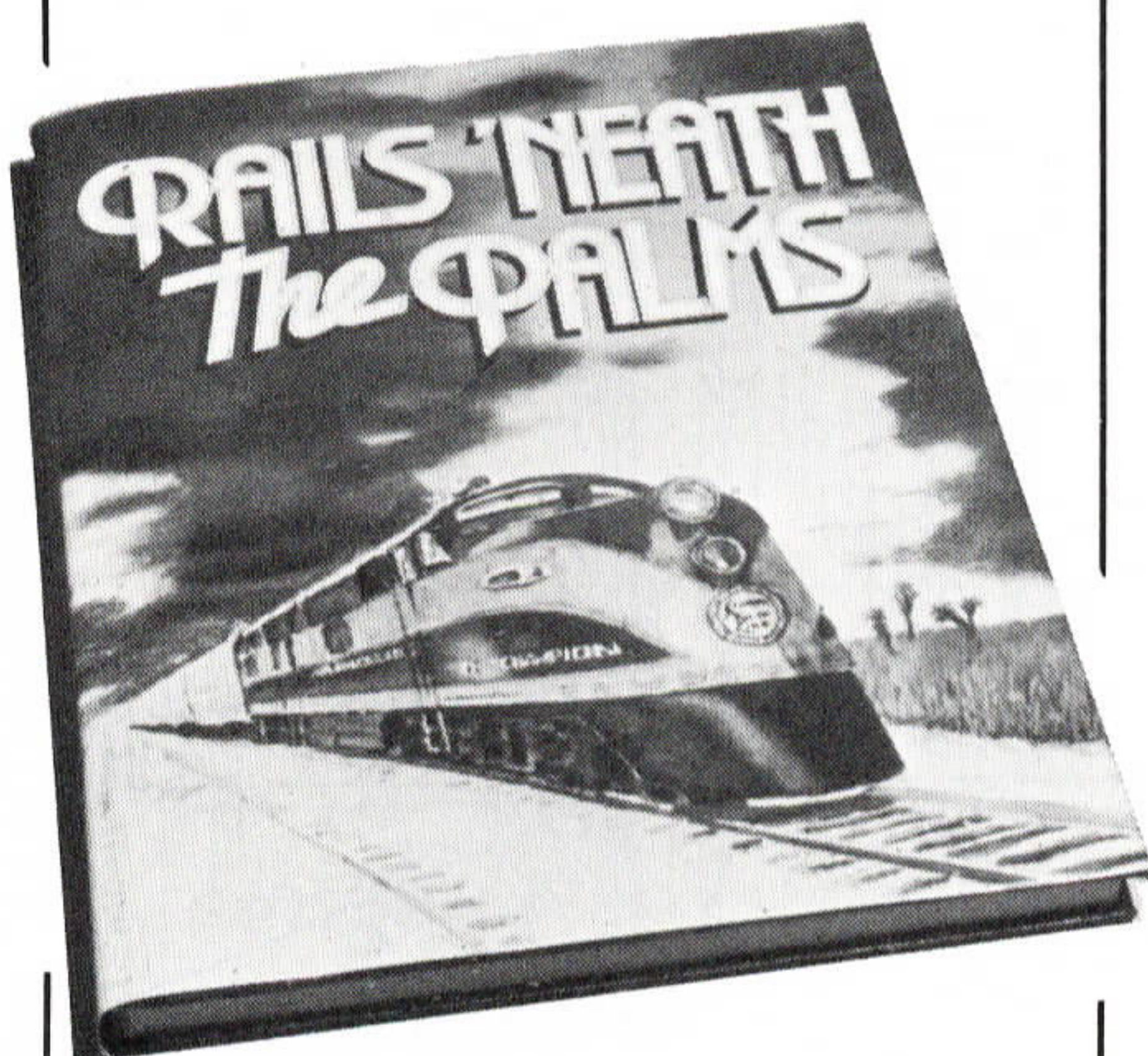
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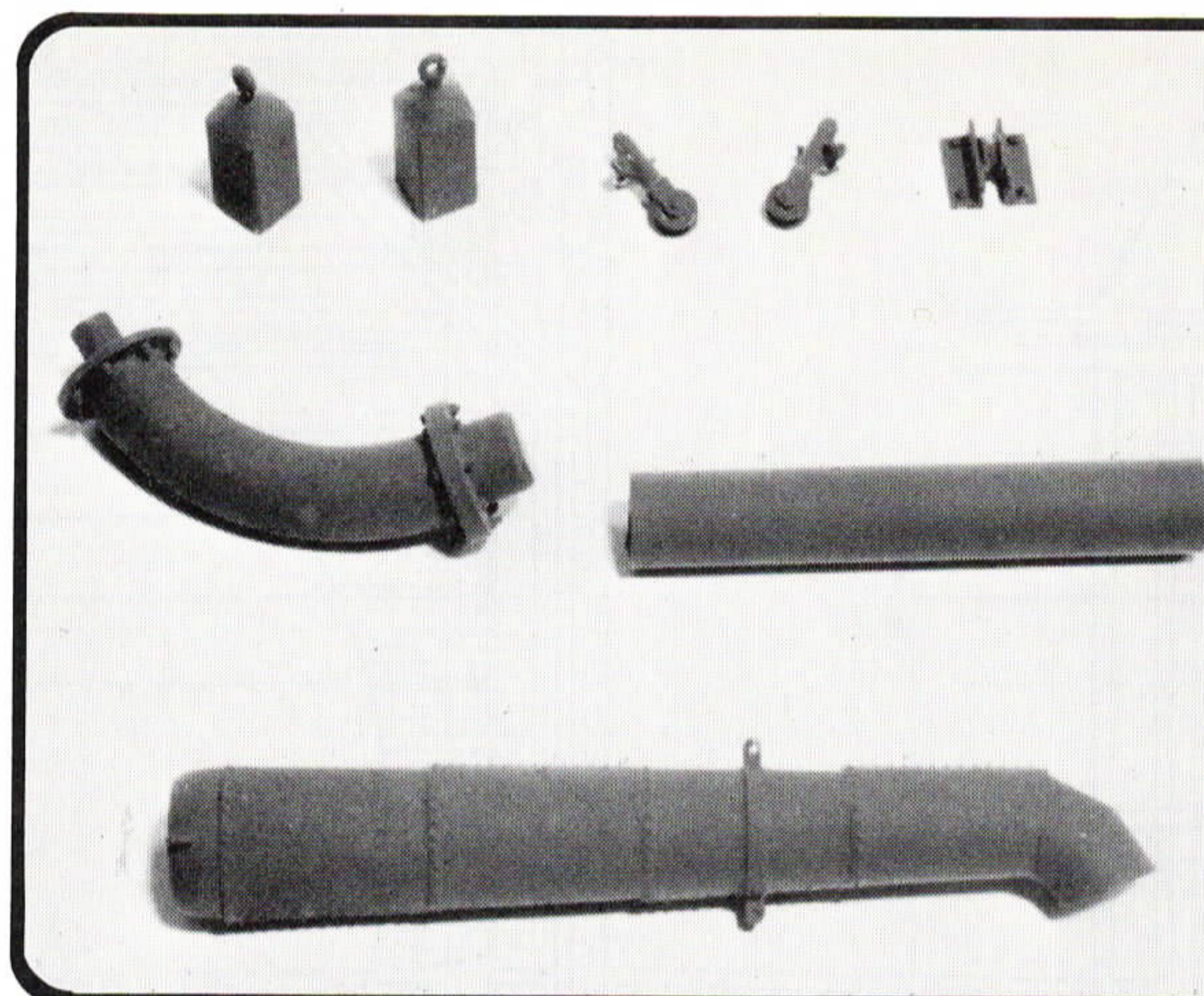
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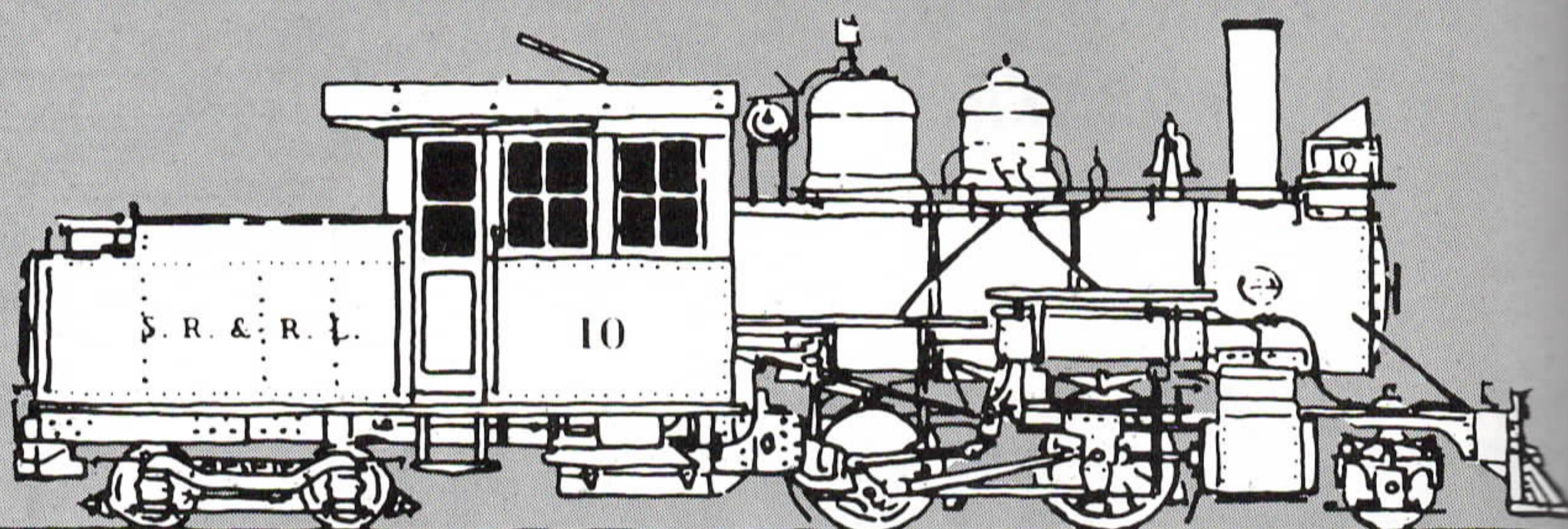
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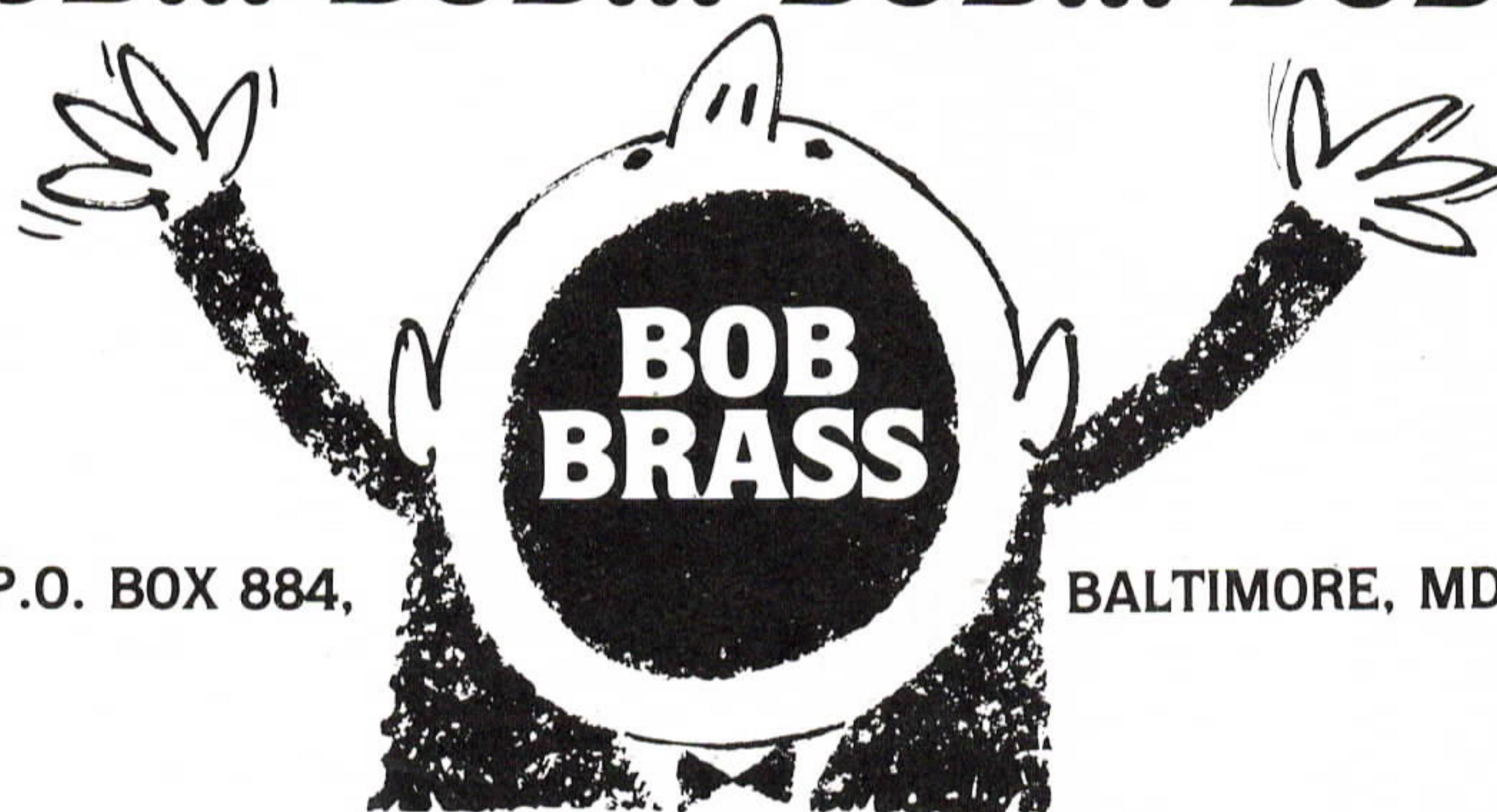
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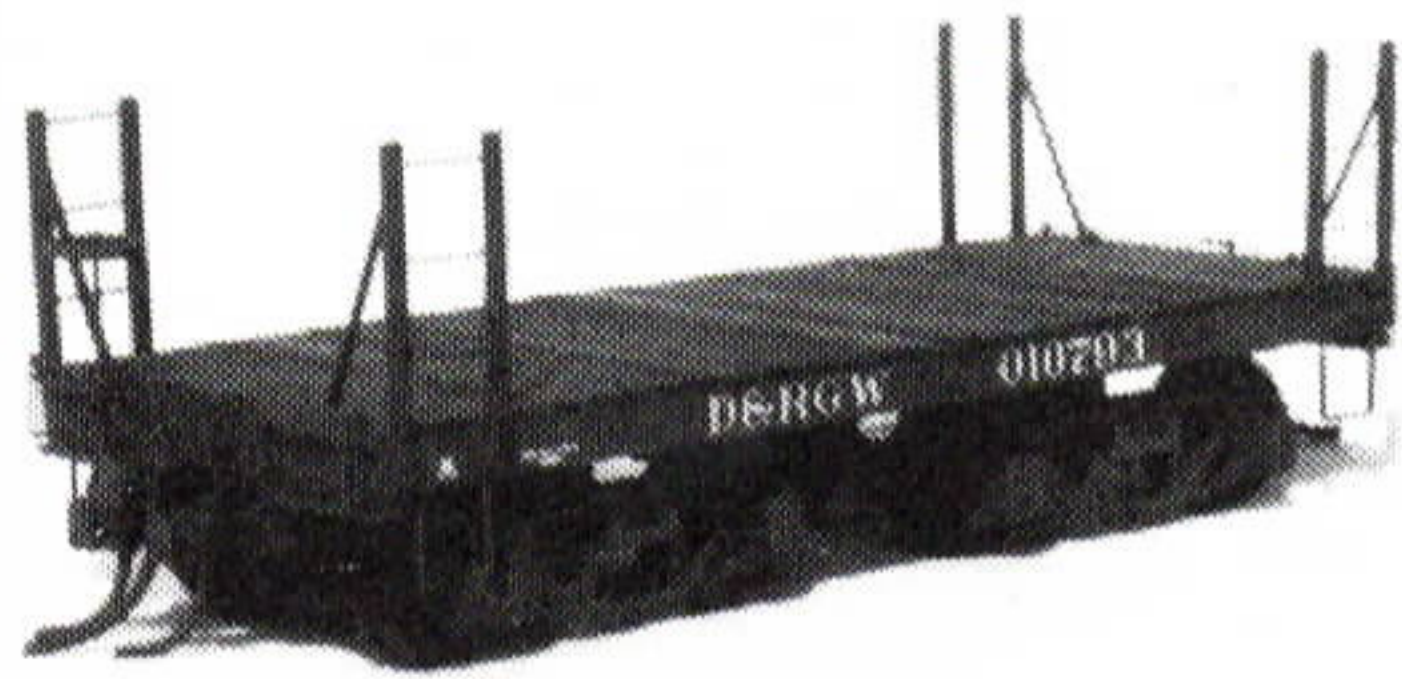


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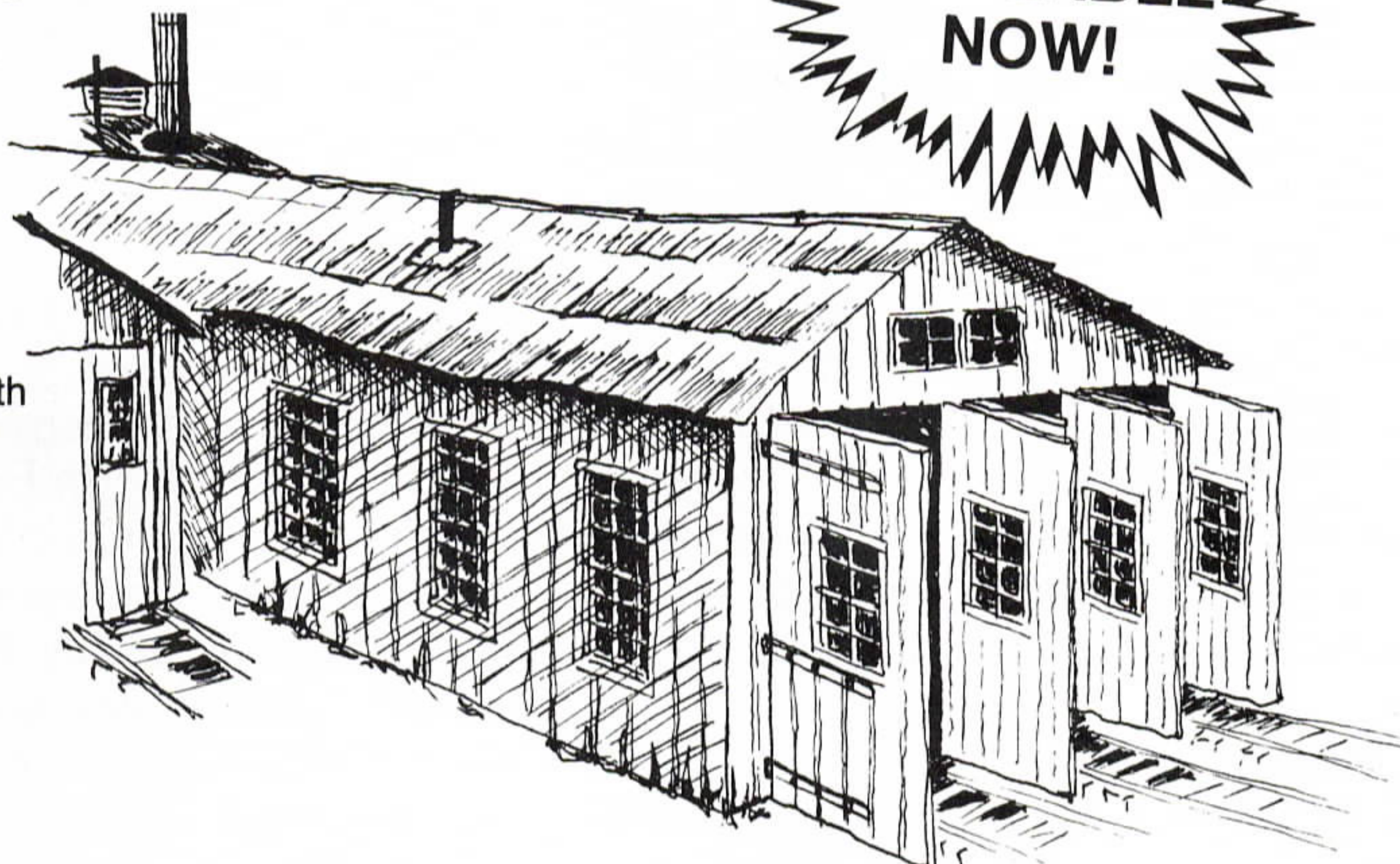
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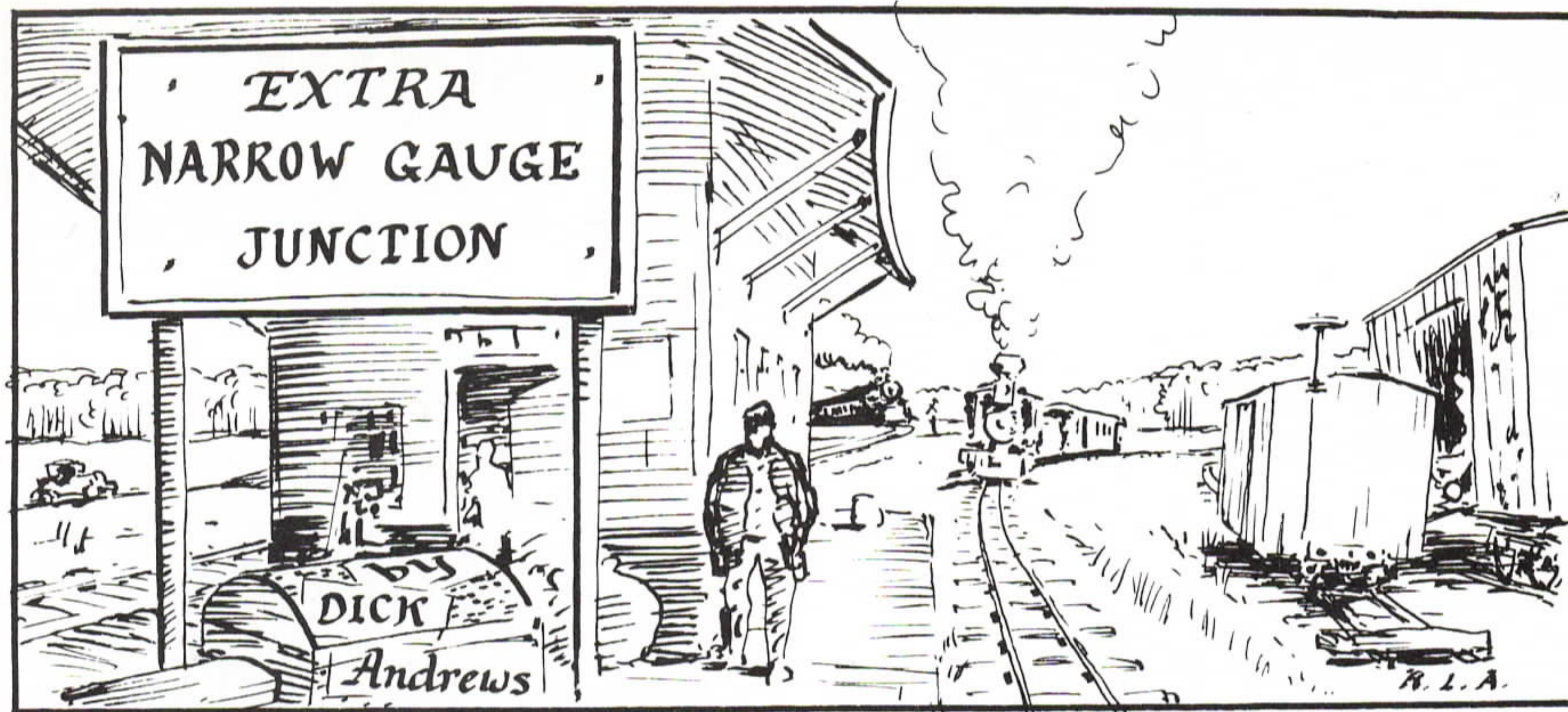
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by Dick Andrews

New England is dotted with old, white wooden churches supported in part by an institution known as the "church supper." Every two weeks or so during the summer season, ladies of the congregation cook and bake, and by five o'clock, the serving table in the vestry is loaded with a variety of dishes. Local people and campers alike line up at the door and the hearty repast gets under way. For one evening a city fellow matches his capacity against country plenty. Strong young ladies refill coffee cups and there is always another piece of cake or pie. The city custom of dieting is forgotten for one jolly hour.

This year the Rev. Russell Ingalls of the North Bridgton and Harrison Congregational churches had a delightful idea for a "different" church supper. Noting that many in his congregation recalled from time to time the "narrow gauge" line that used to run along the edge of Long Lake in both villages, he enlarged one church supper, to be held at North Bridgton church, by making it a memorial celebration of the old 2-foot gauge Bridgton & Harrison Railway. That the track had been gone for over 50 years was no problem; many remembered the little trains well. Others too young to remember the line had surprising knowledge of the little road. Rev. Ingalls invited all known 2-foot gauge fans; the invitations went out by mail, phone calls and even local radio spots. Tables would be loaded with memorabilia of all kinds. Movies and slides would be shown and talks given. Very shortly it was clear that the response would be considerable. And so it was — from two to nine, we had a pleasant afternoon, we enjoyed a fine supper, and festivities went on into the evening. Attendance was good, and the many ad libs from the audience during the final slide lecture showed widespread knowledge of the 2-foot and helped identify many items.

Bill McLin was there. Bill was a young fan of the line 50 years ago who had the foresight to note that many photos and old timetables and other items might easily be lost, and so remarked to Lester Ames,

president of the B&H Ry. who appointed him Official Historian of the road on the spot. Bill wrote a short but very complete history of the road with rosters, map and photos which was published initially in the Bridgton News. The title, rather long for a small gauge short line's story, is *The Twenty-Four Inch Gauge Railroad at Bridgton, Maine*, and, happy to say, the fine account is still available from Bill himself, (William McLin, "Homeport," South Harpswell, Maine 04079), for \$3.70. At the same price is another delight from Bill, *The Dummy*, which tells the story of the old "dummy" line that once ran along Old Orchard Beach from Saco, Maine. It was broad-gauged but had very light little cars and tiny 0-4-0T locomotives.

Bob Dingley, a local historian, was unable to attend; but thanks to Bob, the railroad segment of the Bridgton Historical Society's collection is substantial. He also helped Bill on his history as did Ed Mead, who was present. Ed is a notable 2-foot fan and narrow gauge aficionado generally. As a precocious train rider he rode the South Park and Clear Creek lines in Colorado back in the 1930's. Even before that, he had visited the Sandy River line and when that pike was abandoned he bought railcar #4 and loaned it to the B&H. In more recent years Ed has written a number of delightful books on country railroads of which one, *Busted and Still Running*, a fine history of the B&H, is now being revised for re-publication. Ed also has a new book out called *Narrow Gauge to the Hills* which describes his various world-wide travels to ride narrow gauge railroads. It is available for \$15.95 plus postage from Weedy Rail Books, Etna, NH 03750 (see May/June 1984 **GAZETTE** for review).

Ed mentioned that in a few years Bob Outland will be offering an enormously complete and fully illustrated book on the Bridgton line.

There seems to be an affinity between the ministry and the rail fan movement. Rev. Ron Albury of Plainfield, New Jersey, who has a camp in Harrison, was present at the dinner with a considerable souvenir of

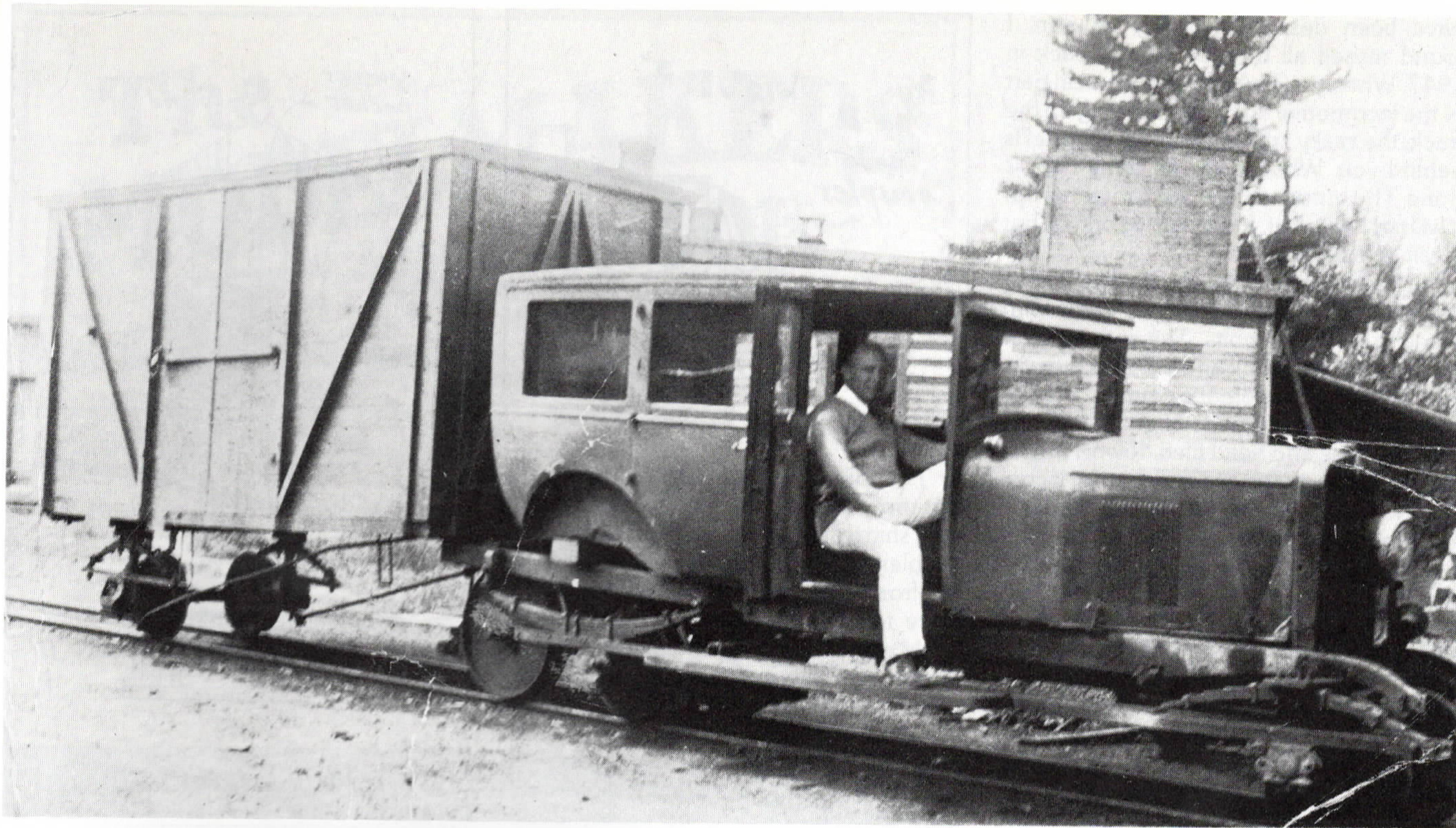
the B&H. Although the line had been gone some 25 years when he first visited there, Ron quickly became interested in the history and lore of the little road. He was dividing the abandoned grade into segments, finally walked all 20 miles down to Bridgton Junction. There he found the remains of the line's Chevy rail car which first appeared in the early 1930's to reduce the cost of steam trains to the junction. It carried regular mail, packages, and a few passengers. The photo shows this rig. Note that the car body rested on a real chassis in those days. They were high, narrow, and handsome in a square sort of way. The wheel arrangement of the rig was two dash two dash zero. There is a regular 2-foot wheelset under each end which would make them about 18 inches in diameter. The drive seems to be on a larger wheelset at the rear of the car's body. There is still another smaller wheelset at the far end of the "Talco" trailer which, built, avoided straining the Chevy engine on the long three percent pull up from the junction. The car was photographed on the side of the Bridgton engine house. You can see the engine house smoke ducts and the rig. Rev. Albury's souvenir of this trip is a door which he brought to the dinner. It is 44 inches high and 30 inches wide and very heavy.

When Ed Mead's ex-Sandy River bus #4 arrived at Bridgton, the Chevy was towed to the track gang and towed a little while by a wheel car, while a Ford Model T previously used by the section gang was put in the pasture.

Many thanks to the Rev. Ingalls and ladies of his two congregations who made possible the mini-narrow gauge convention this summer in North Bridgton.

I had my little On2 Sandy River show, and frankly bent reality a bit. It indicated that it was B&SR #1 and #2. Those locomotives were also Fine On2 0-4-4T's but had 4-foot driver wheels and the longer tanks given to Sandy River #1 and 2.

We now come to the first part of the superstructure of the On2 locomotive.



This little Chevy rail car with "Talگو" style express trailer replaced steam for regular runs on the Bridgton & Harrison Ry. The arrival of ex-Sandy River railbus #4 bumped her to the section gang. This photo was taken in 1934 in front of the Bridgton engine house. *Photo by John Murphy.*

Rev. Ron Albury with his relic – a door from the Chevy railcar found at Bridgton Junction. A photo of the prototype rail car is taped to the door. *Photo by Dick Andrews.*

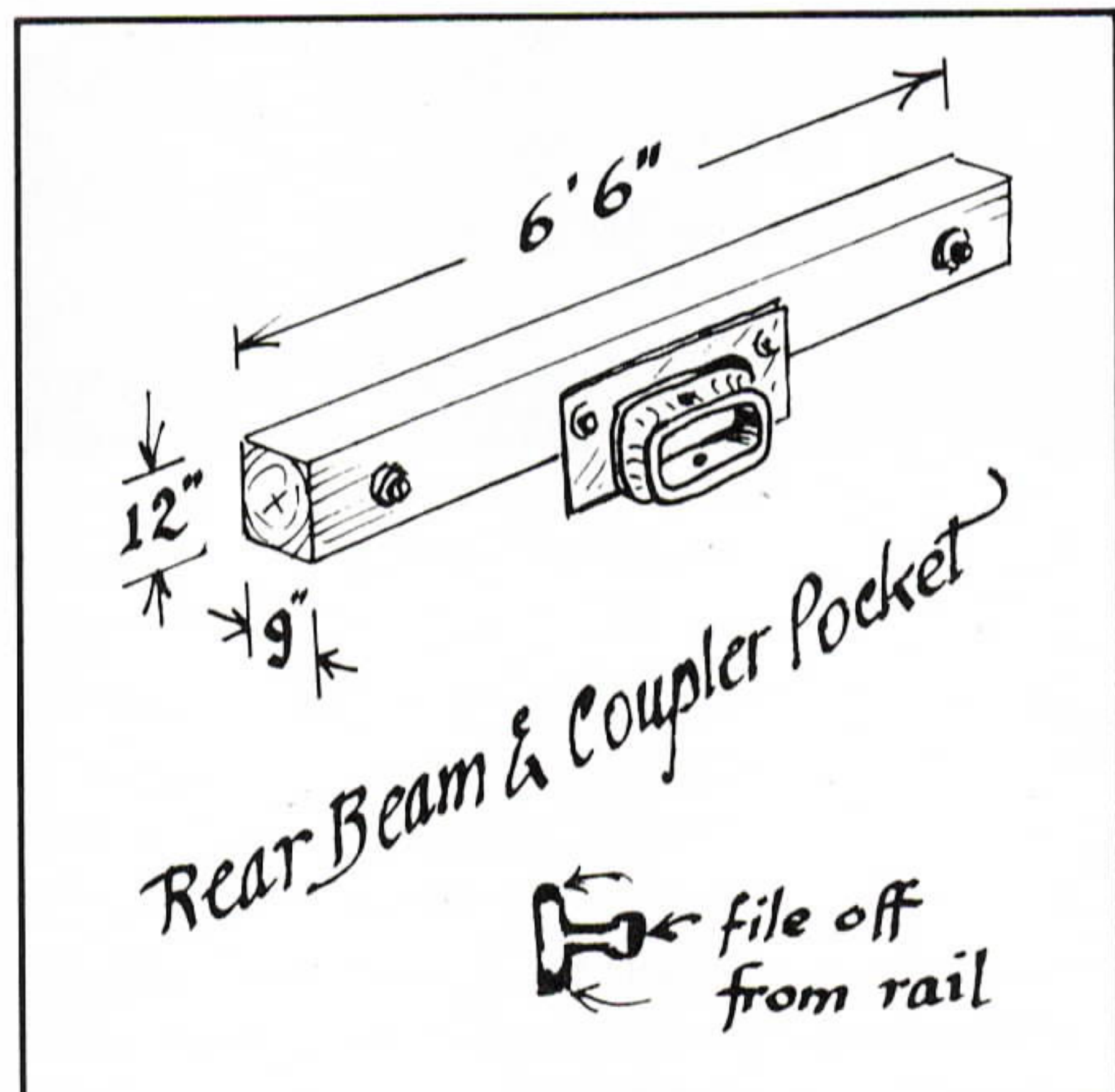
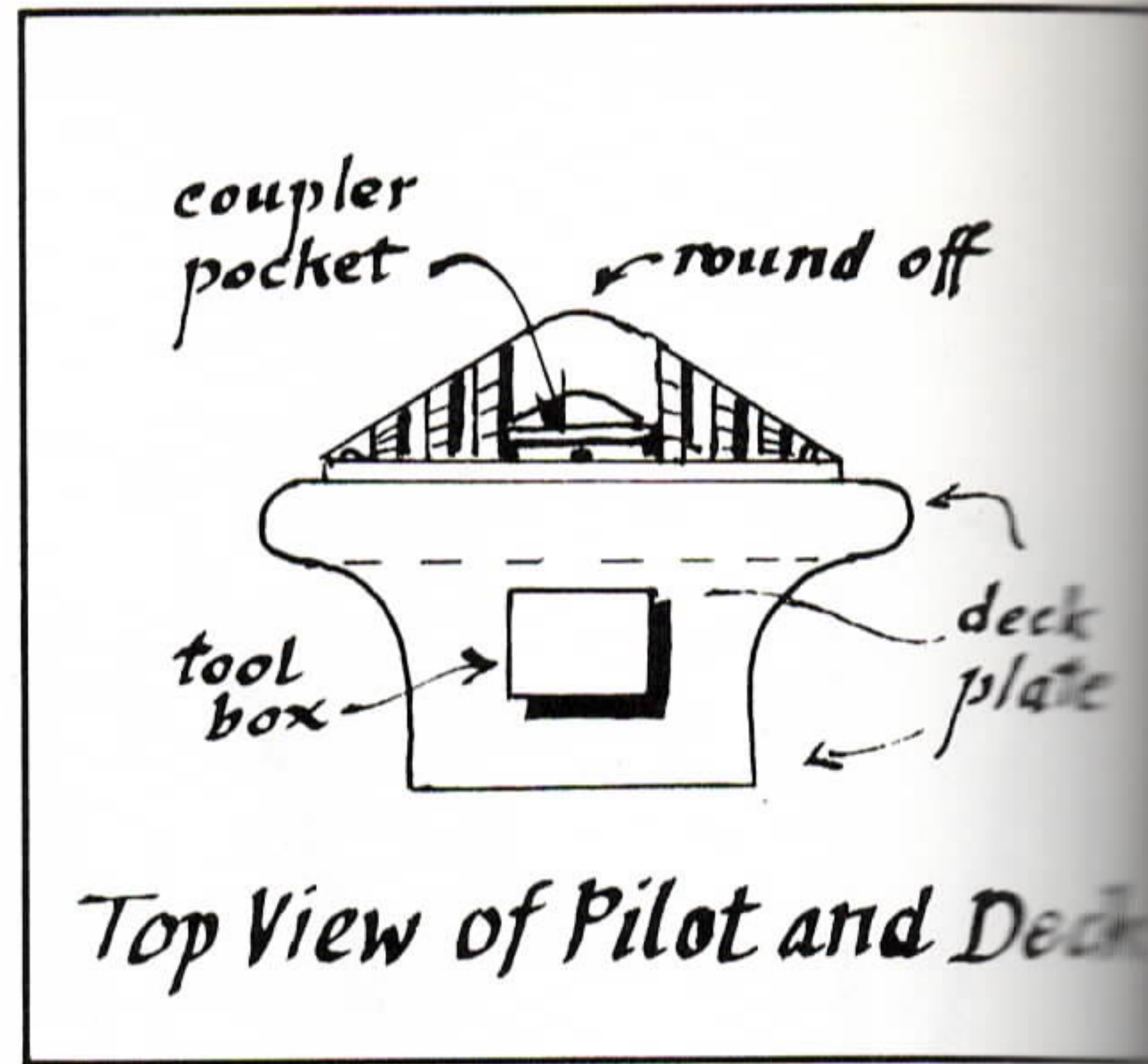
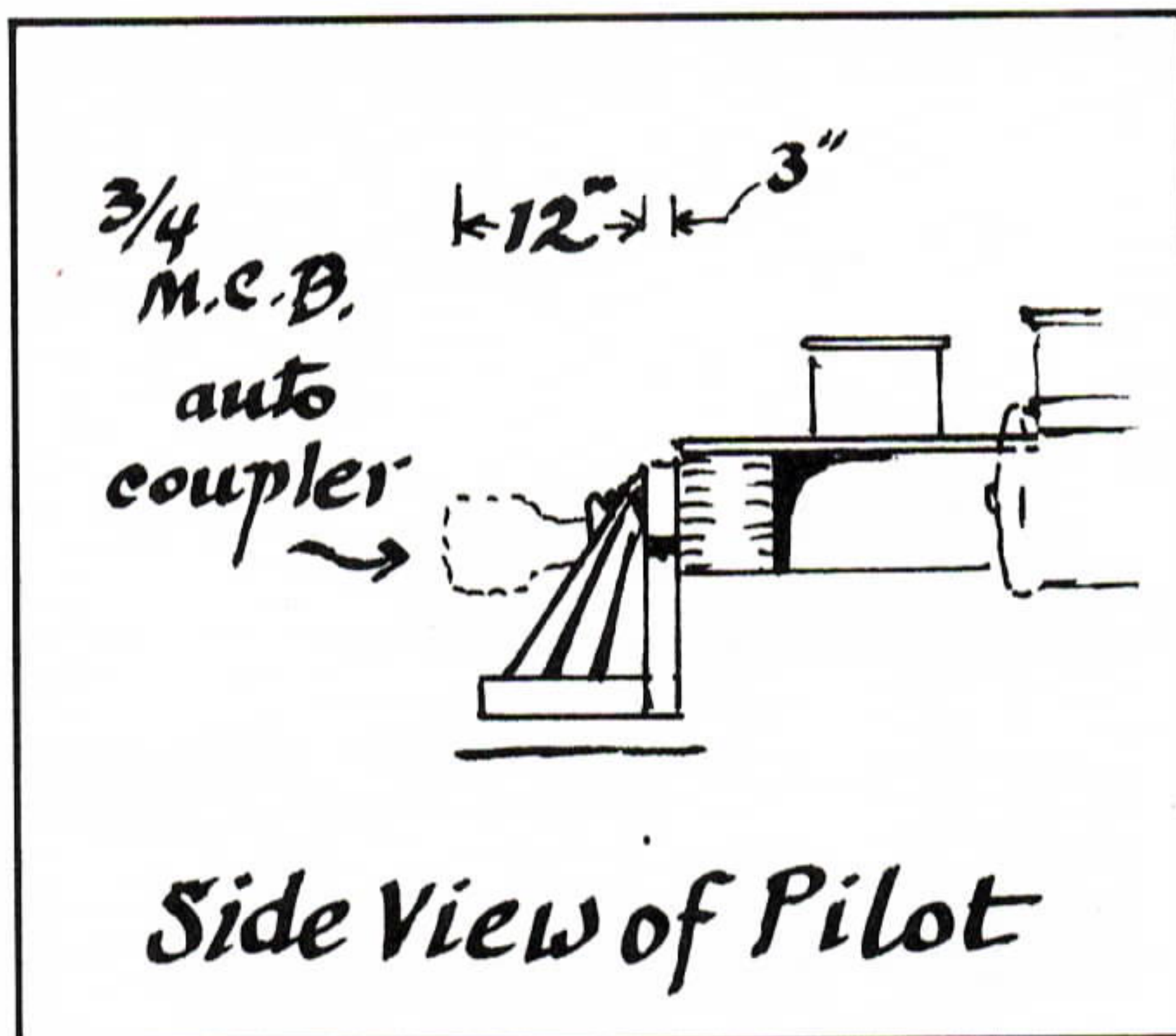


They don't make them like they used to. A rear view of the Chevy door reveals that it is a heavy piece of sheet metal with hardwood inserts. *Photo by Dick Andrews.*

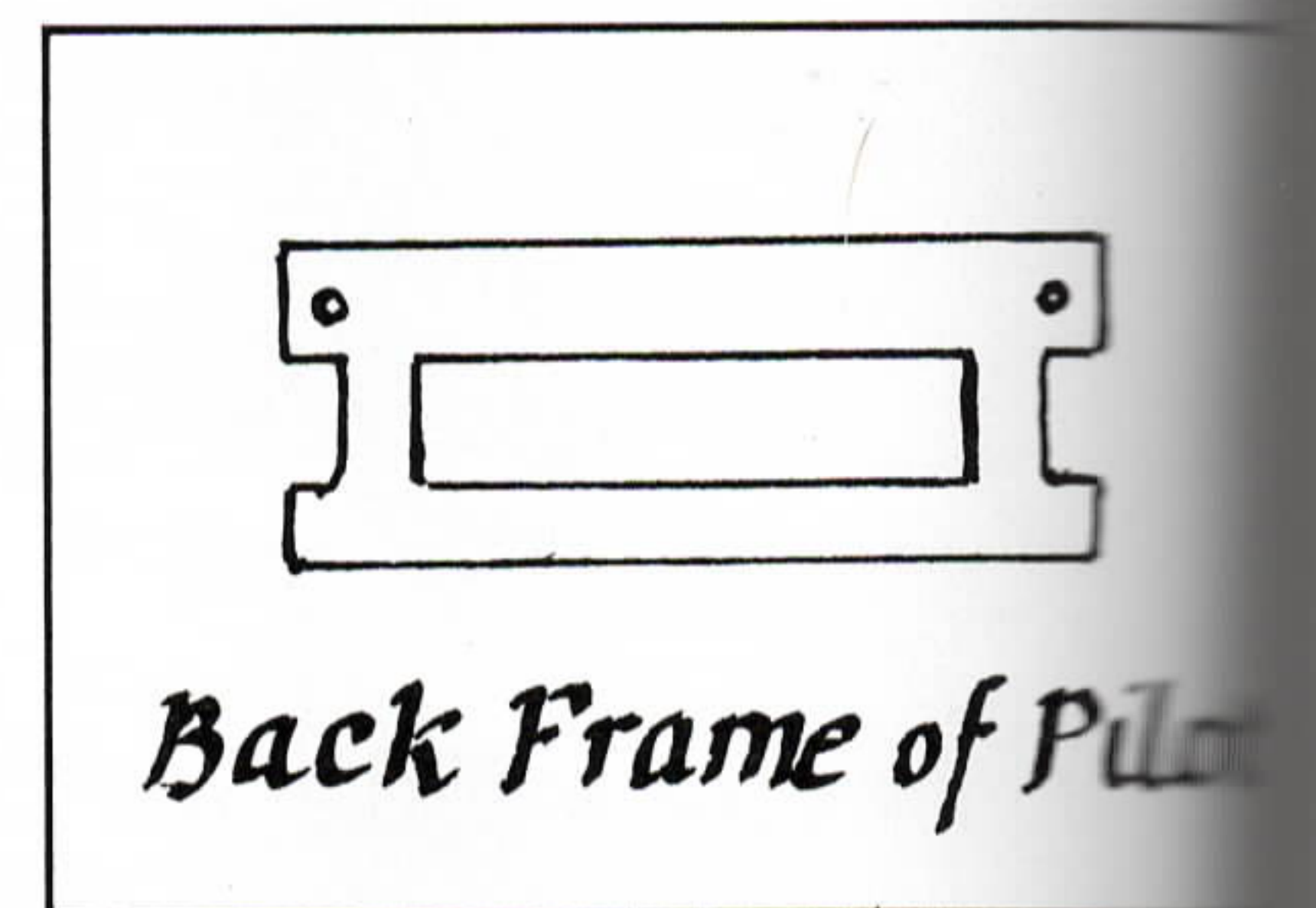
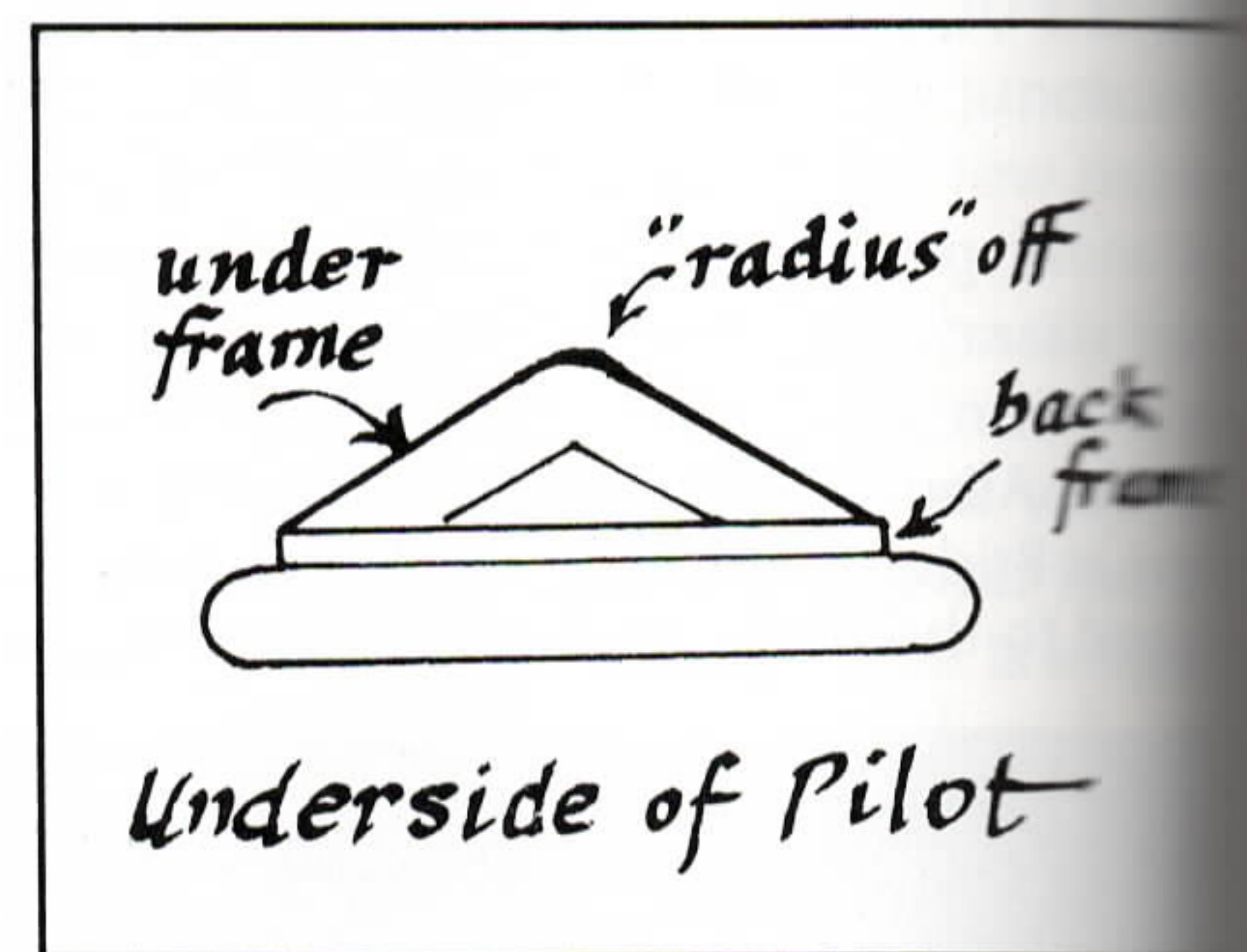
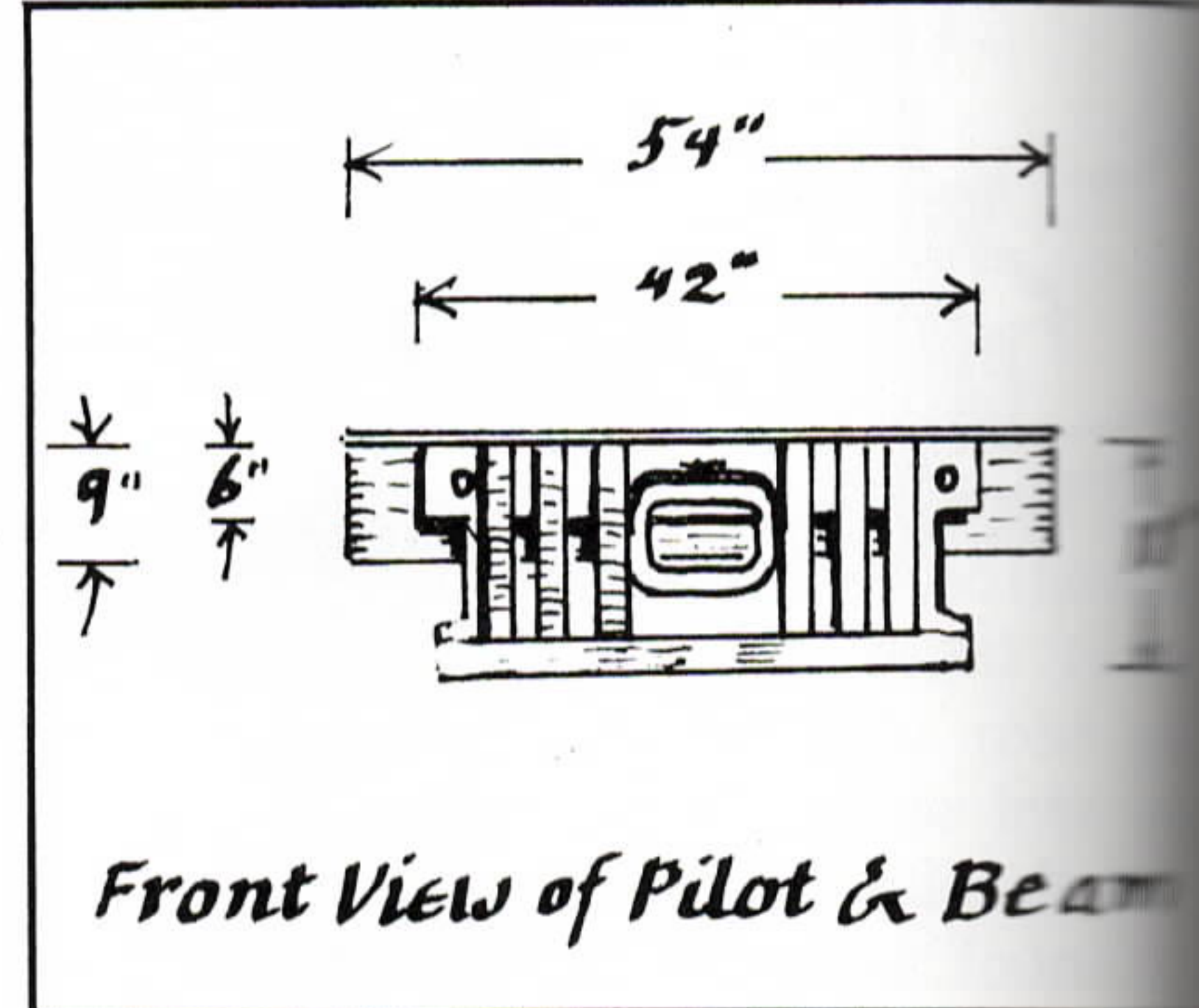


have been describing in my column. I found myself all thumbs on this back in 1947. When you have the mechanical part of the locomotive done and running on the track, the really critical part of the model is behind you. What has to be done right is done. The outside may not do anything but it will get looked at. It may not be critical but it will be criticized.

I used wood for my end beams. These are easily attached to the brass frame with working nuts and bolts. The rear coupler pocket was of the link and pin type but was able to take an automatic coupler. I made mine from a small piece of code .070 rail with the base and head filed down. Anneal the metal to a cherry red and then let it cool slowly. The metal should now bend easily. Solder on a backing plate and saw out the metal within the pocket as shown in the sketch.



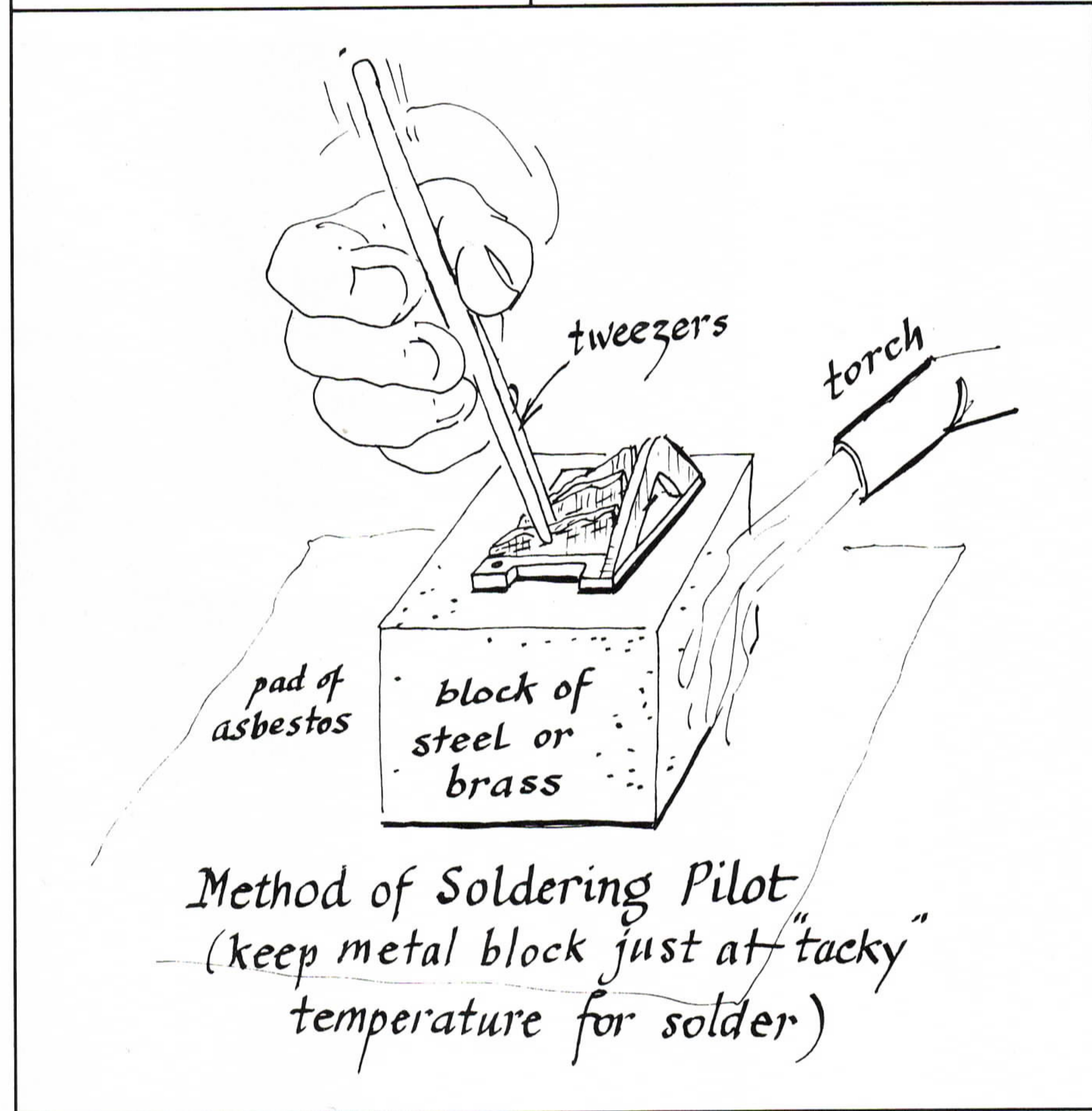
The pilot or cow catcher (or for a locomotive this small a calf catcher) was a long sharp affair in the days of link and pin couplers. A long drawbar was mounted on the front coupler and was swung up into place to couple to a car. On snow plow work with two or three locomotives so rigged, it was not uncommon for one of the middle engines to get lifted up on those drawbars like a pig on a spit and roll over. However, the automatic coupler does not lend itself to such long extended pilots so I used a stubbier type used on the 2-foot pikes after the Janney coupler became the American safety automatic. You can trace my procedure for making this pilot by following the sketches. I nearly went up to the wall until – just before going to sleep one night – it dawned on me how to do this.



Small bits of metal being soldered usually go from the fall apart state to frozen state very fast. But to keep it that just tacky enough state, put the piece back on a nice hefty chunk of metal. Play the torch on the metal chunk until the solder reaches that tacky state, and No sweat at all. Now file the shape.

Next time I will complete the superstructure.

Dick



The MODELMAKERS NOTEBOOK



by Al Armitage
Photos by Bert Berg

Logging Scenery



These large trees show the remarkable redwood bark texture. They are older than the trees in the other redwood forest photo. They are so much taller that the floor of the forest gets less sunlight than in the previous photo and therefore has less undergrowth.

In looking for photos I used in my last article on the skewed timber bridge (September/October 1984 **GAZETTE**), I came across these photos taken by my late friend Bert Berg, a dedicated logging fan and prolific photographer. It occurred to me that these photos show some unusual scenery that few modelers have the opportunity to see. Those of us who live in the western U. S. can find lots of forests to look at, but we seldom have the chance to see logged-off scenes such as those shown in these photos. Many parts of the world simply do not have stands of timber, so I decided to share these photos with you.

The big trees shown in the photos are mostly redwoods, while the cut-over areas were probably covered with spruce, fir, pine, and possibly cedar, as well as redwoods. I have no idea where the photos were taken, but I suspect the redwood forest photos were taken somewhere along the northern California coast near Eureka, where Bert lived. The other photos were probably shot in Washington or Oregon, but might have been taken in northern California also. As near as I can judge they were all shot about 18 years ago.

In the logged-off photos you can see that the loggers swept through a forest like a tornado, taking everything in sight and leaving the hills completely denuded of just about anything that grew. No "selective logging" here. This is the way it was done in the early days of logging before anyone worried about running out of trees. Now, fortunately, the big timber operators maintain reforestation programs to replenish the supply of trees.

Anyway, I thought these excellent photos might serve as an inspiration for those of you who would like to model part of a forest, and a cut over area, on your model logging railroad.

Both areas could be part of a painted backdrop or, even better, modeled in three dimensions if you have the space.

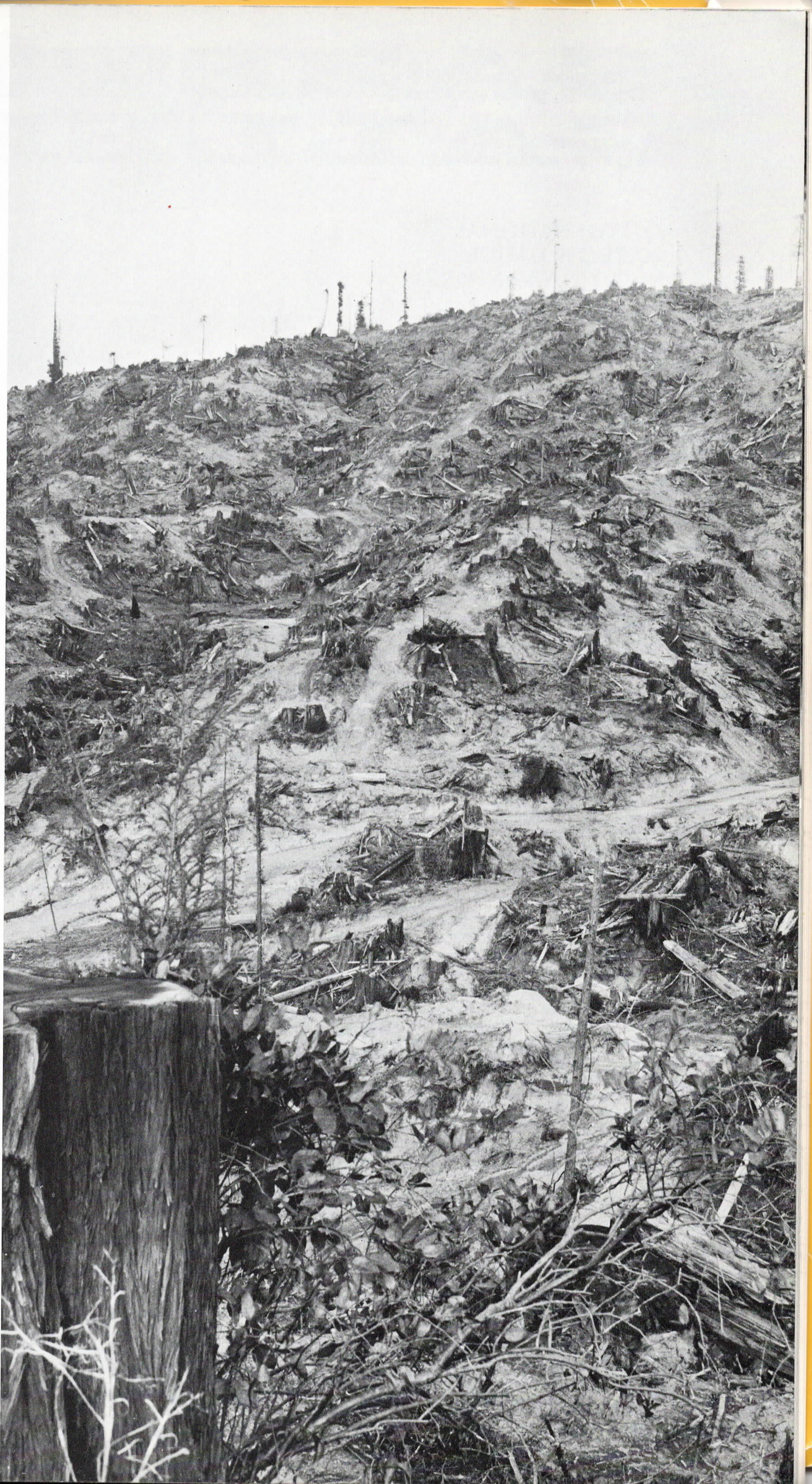
Another way would be to model the foreground and blend it into a painted continuation of the scene on the backdrop.



Left: These coast redwoods are about 20-24 inches in diameter. Note the abundance of fern. How would you model this interesting bit of detail?

Note the large amount of "slash" left all over the place in this clear cut area. A truck road runs through the middle of this scene and numerous "Cat" tracks thread their way up toward the summit.

AL — o



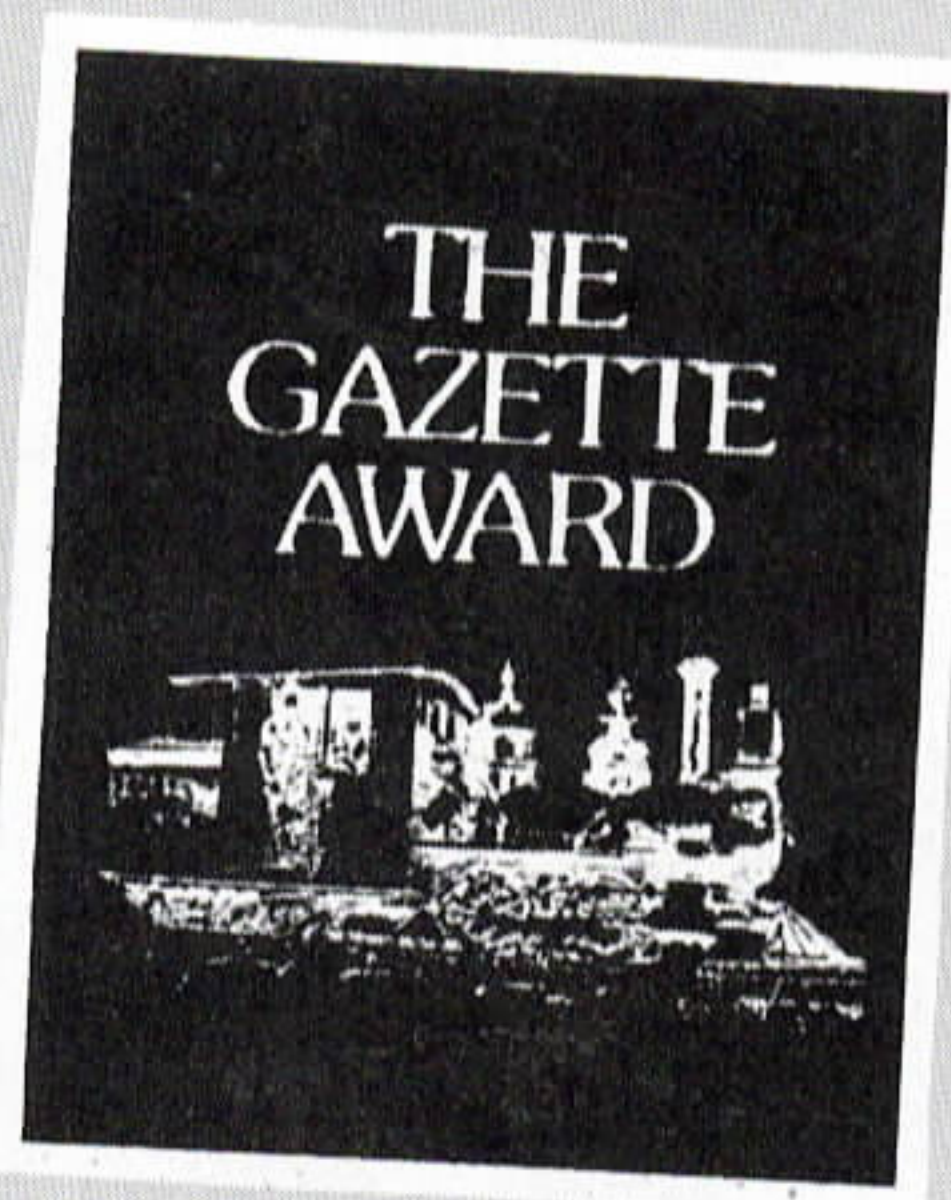
GAZETTE GALLERY

FOURTH NATIONAL NARROW GAUGE CONVENTION WINNERS

by Bob Brown
Photos by Dwayne Easterling

The contest at the Fourth National Narrow Gauge Convention was the best I have ever seen at any convention. The winners were chosen by a popular vote of the people attending the convention. Tom Madden and his crew were up late Friday night counting the votes. Fortunately they had access to a computer which saved many hours. Tom also rode herd on the contest room to make sure the models were safe.

I have listed all the winners here. My thanks to Dwayne Easterling who took the photos. I would like to show photos of all these fine models but there is room only for photos of the first place winners.



THE GAZETTE AWARD

The big winner was Joe Crea with his beautiful 1/2-inch scale, G Gauge diorama. Joe garnered Best In Show, The Gazette Award, and First Place in Dioramas. I was struck by the realism of Joe's models as I entered the contest room. The diorama is about 4 feet long and 2 feet wide. As you can see in the photos the scene has two tracks and one stub turnout. There is a CONOCO tank car and a high side gondola. Both of these cars use Don Winter trucks, wheels, and details. The scene also has a wonderful little store which would make Greenberg and Nash happy. The diorama is strewn with details and clutter including some old cars, weeds, and other junk. The locomotive is a model of Colorado and Southern #22 and is built over an LGB mechanism using as much styrene, plastic, card, and wood as possible. This locomotive model is breathtaking. Even the spectacles on the engineer have glass in them.

Joe has agreed to write up detailed articles on his models for us. His first article will be on the locomotive and will appear in the January/February 1985 **GAZETTE**. That article will be followed by articles on the store and rolling stock. Congratulations, Joe.







MOTIVE POWER...

FIRST PLACE:

On3 D&RGW K-37 #492,
Francis Cosgrove.

SECOND PLACE (not shown):

On3 Hungry Horse Timber Shay #2,
Jim E. Barron.

THIRD PLACE (not shown):

On3 CB&Q 2-8-0 #537,
Mike Trent.

FREIGHT CARS...

FIRST PLACE:

Sn3 D&RGW stock car #5999,
Jim Booth Jr.

(Jim won the **GAZETTE** Award at Valley Forge).

SECOND PLACE (not shown):

On3 SP Narrow Gauge A-frame Hopper car,
Dan C. Stuetgen.

THIRD PLACE (not shown):

On3 three high side and one drop bottom D&RGW gondolas,
William Garlock.





PASSENGER CARS...

FIRST PLACE:

On3 South Pacific Coast Combine #47,
Don McKenney.

SECOND PLACE (not shown):

HOn3 Private Car "Cleora,"
Richard Dorman.

THIRD PLACE (not shown):

1/2-inch scale G-Gauge Galloping Goose #5,
Danny King.

CABOOSES...

First Place:

On3 D&RGW Caboose #0524,
Myron Smith.

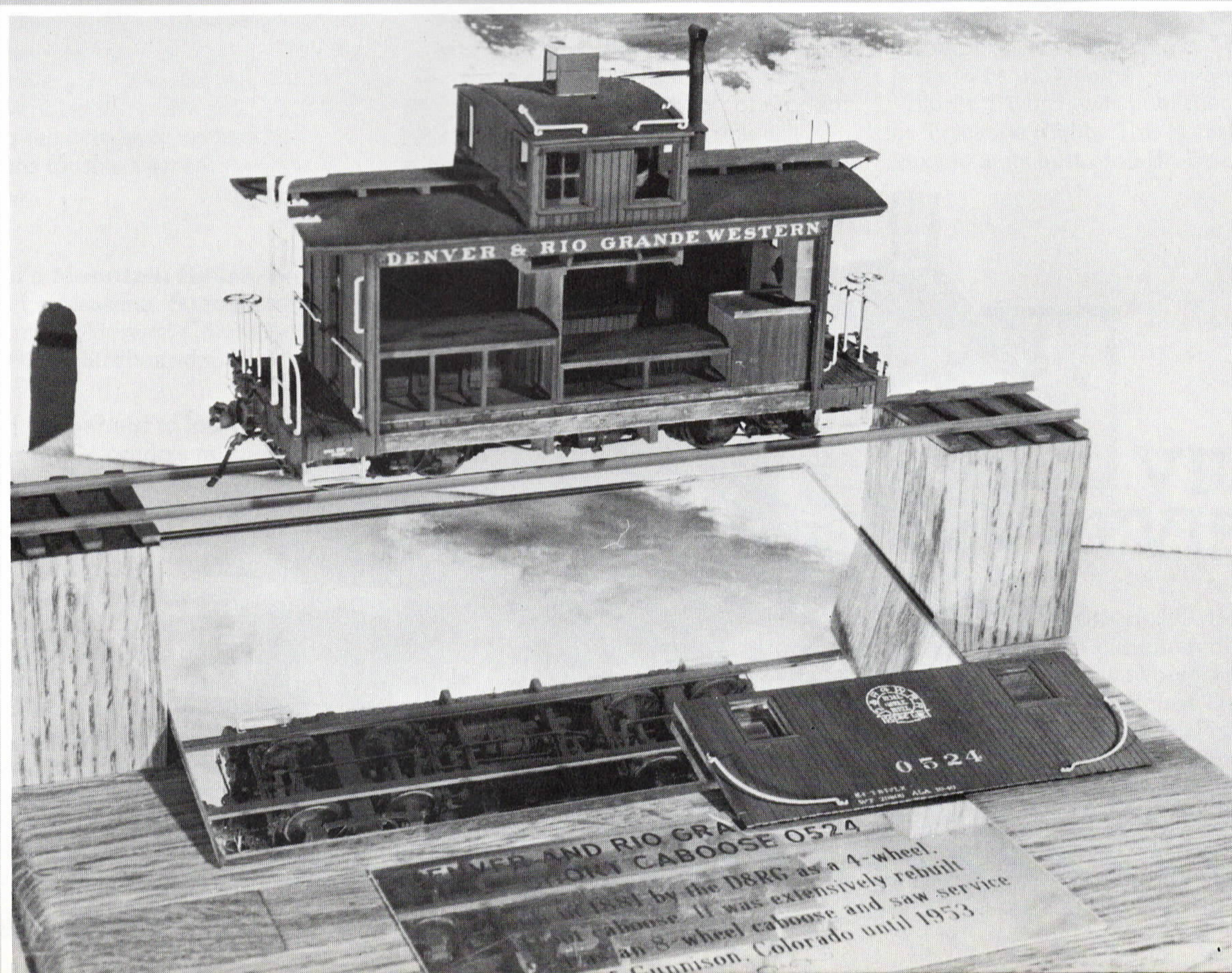
SECOND PLACE (not shown):

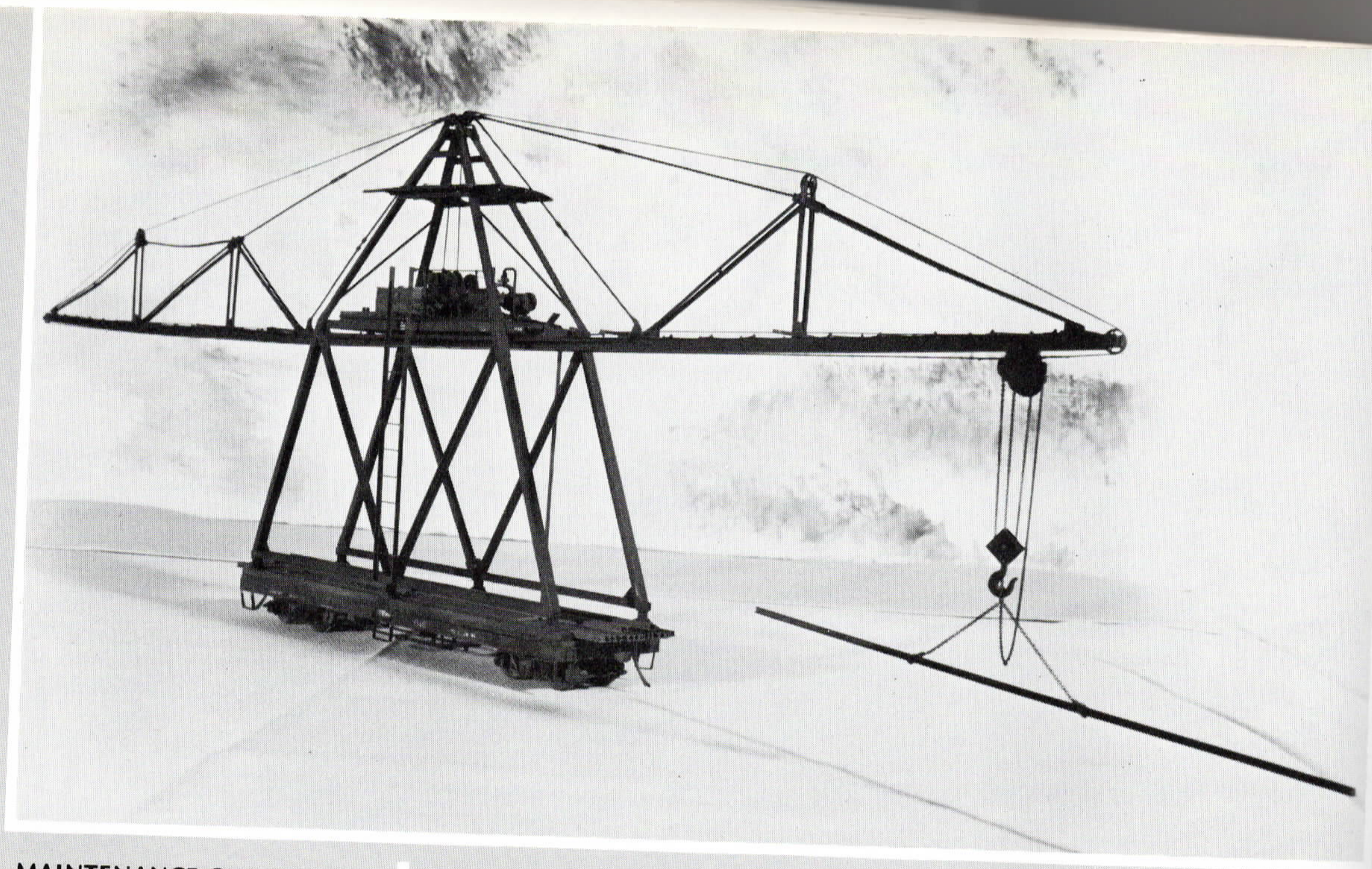
On3 RGS Caboose #0404,
Hank Graham

(Hank won the **GAZETTE** Award in Denver in 1982).

THIRD PLACE (not shown):

On3 Logging Caboose #1,
Don McKenney.





MAINTENANCE OF WAY...

FIRST PLACE:

On3 Track-laying Machine,
Ken Hamilton.

SECOND PLACE (not shown):

On3 Log Loader,
Robert L. Grimes.

THIRD PLACE (not shown):

On3 Blacksmith Car #2,
Don McKenney.

STRUCTURES...

FIRST PLACE:

On3 Rail Transfer,
Robert L. Grimes.

SECOND PLACE (not shown):

HO Knapp Bros. Gas Station/Store,
Joseph Cirillo.

THIRD PLACE (not shown):

S Scale C&S Jefferson, Colorado Depot,
Todd Hackett.

DIORAMAS...

FIRST PLACE (see The **GAZETTE**
Award above for photo):

1/2-inch scale C&S diorama,
Joseph Crea.

SECOND PLACE (not shown):

HO Ore-Sorting House,
Myron Smith.

THIRD PLACE (not shown):

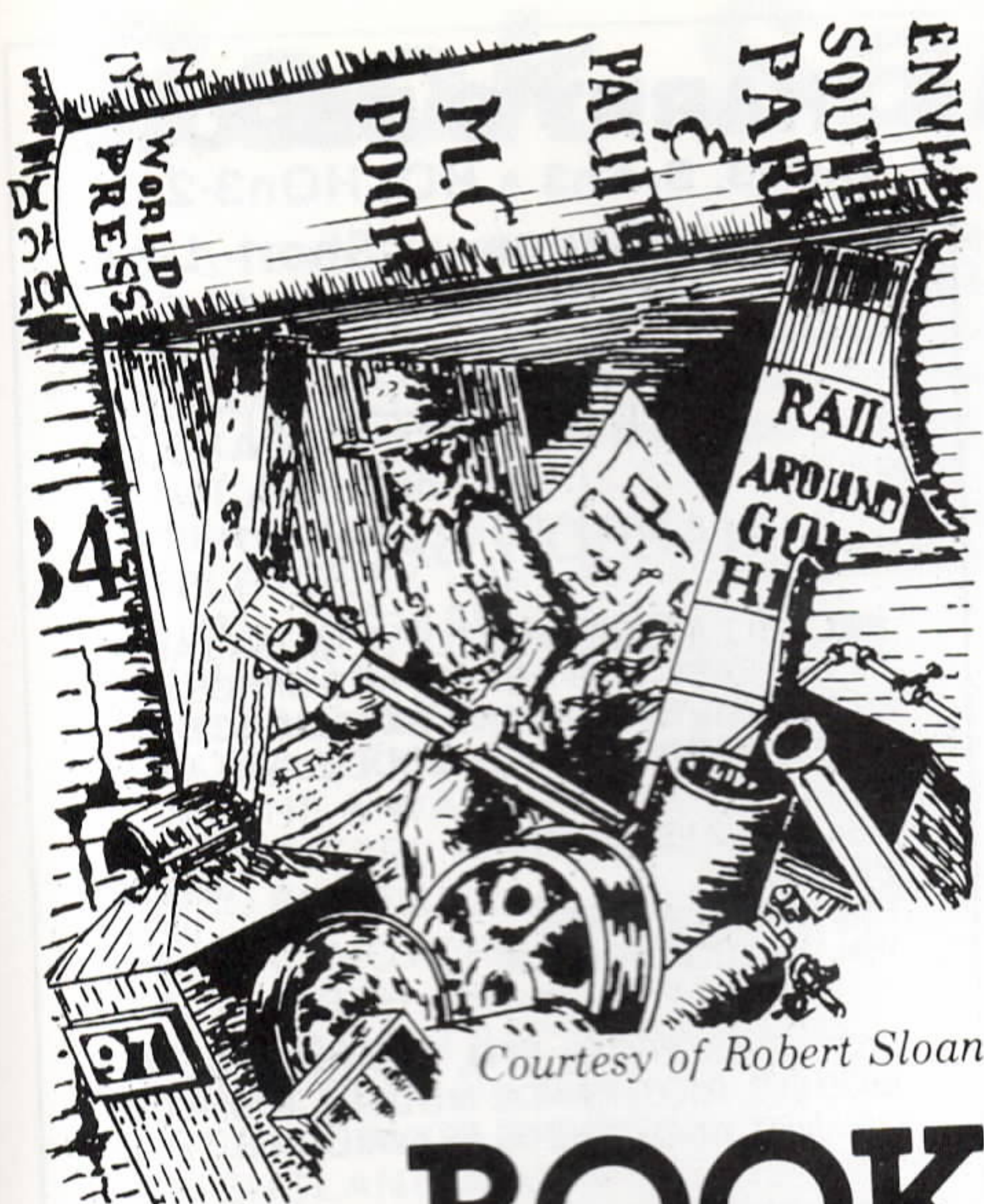
HOn3 Owl Canyon Diorama,
Dwyane Easterling.

S GAUGIAN AWARD...

(not shown)

Sn3 RGS 4-6-0 #20,
Jim Booth.





Courtesy of Robert Sloan

BOOK REVIEWS

Pacific Great Eastern Steam Locomotives, by Patrick O. Hind. The British Columbia Railway Historical Association, P.O. Box 114, Victoria, B.C., V8W 2M1, Canada, 1984. Softcover, 54 pages, illus., \$10.50 plus \$1.50 postage.

After an introductory section on the Pacific Great Eastern, this book describes each of this standard gauge road's locomotives, #1 through #163. A roster is included at the end of the book. The description of each locomotive is accompanied by several photos of it. Of interest to me was locomotive #1 which was built by Manning Wardle of Leeds, England way back in 1874 as a 10-ton saddle tank engine. Most of the road's engines were large 2-8-0's and 2-8-2's. It is good to see complete locomotive descriptions for this interesting railroad. *Bob Brown.*

Colorado's Mountain Railroads, by Robert A. Le Massena, Sundance Publications Limited, Denver, Colorado 80203, 1984. Hardbound, 384 pages, illus., \$49.95.

One of the hardest to locate of the rare books on Colorado's railroads is the five volume softbound series on Colorado's Mountain Railroads published by The Smoking Stack Press in Golden, Colorado in the 1960's. Now these five volumes have been handsomely reproduced in a larger format, single hardbound book. Additional photos have also been added.

Colorado's Mountain Railroads alphabetically lists every railroad in Colorado and includes a short historical description of each road and a listing of its motive power. Photos of each line are generally near its description. Inevitably, given the obscurity of some roads, there are many

familiar photos; however, there are also a number of new and unpublished photos. All are presented in Sundance's usual clear layout and fine reproduction.

This book is invaluable as a reference tool. It cogently presents a readily usable listing of Colorado's railroads in all of their surprising variety. You will find information not only about the great lines like the Sante Fe or the Rio Grande but also the obscure lines such as the Little Book Cliff, my favorite road, soon to have its own book. I, for one, am glad to see Colorado's Mountain Railroads published in an eminently readable new edition. *Charlie Getz.*

Leadville: A Miner's Epic, by Stephen M. Voynick, Mountain Crest Publishing Co., Missoula, Montana, 1984. Softbound, 165 pages, illus., \$7.95.

Stephen Voynick is no stranger to books on mining, having authored a number of books on the subject. Voynick's latest book describes Leadville's mining history. Ironically, I came across it on a recent trip to Leadville. It was quite enjoyable to read this interesting history of Leadville's mining history in the comfort of a local motel, having just returned from reviewing the remains of that industry.

Voynick's book is more of a tribute to miners than a dry history of mining technology, and reflects his own years in the mines. In its pages you will find a complete summary of the changing technology of hardrock mining as well as a fascinating history of a typical mining camp and its changing fortunes over the years. Even modern mining at the Climax Mine is fully described, making this book not only useful for its historical value but also for its current description of modern mining techniques. I believe you will enjoy this book and it will give you a new appreciation of the mining industry that so many of you model. *Charlie Getz.*

Pino Grande: Logging Railroads of the Michigan-California Lumber Company, (revised edition) by R. S. Polkinghorn, Interurban Press, P.O. Box 6444, Glendale, CA 91205, 1984. Hardbound, illus., 176 pages, \$29.95.

The first edition of *Pino Grande* was published by Howell-North Books in 1966. This new revised edition brings many new photos, drawings and sketches to readers interested in the Michigan-California Lumber Company or California logging. The book is divided into seven chapters which cover the history of the Michigan-California Lumber Company, its 3-foot logging railroad, and the standard gauge Camino Placerville and Lake Tahoe Railroad which is still in operation. There are three album sections, one for the years between 1890 and 1918, one for the years between

1918 and 1949, and a third which shows what remains of the railroad today. There are also sections on logging camps and locomotives and equipment.

This revised edition has many new photos including several which I had not seen before of different kinds of rolling stock. All of the maps have been re-done and are more detailed than those in the original edition. The jacket has a beautiful Harlan Hiney painting which is also reproduced in four color litho in the front of the book. There are also several locomotive and car plans including a new plan of Shay #5.

I have awaited this re-issue of *Pino Grande* and I am not disappointed with the book. Even if you have the original there is enough new material in this edition to make it worth your purchase. If you missed the original edition, then by all means buy this book. If you're interested in logging, you will enjoy it. *Bob Brown.*

The Cass Collection, Volume 2: The Logging Years (1901-1960), by John P. Killoran. Trackage Rights, Inc., P.O. Box 299, Scott Depot, WV 25560, 1983. Soft cover, spiral bound, 55 pages, illus.

This large horizontal format book is full of photos and information about the lumbering operations that became the Cass Scenic Railroad. The books are numbered and were limited to a run of 1000 copies. Each is full of large format photos of eastern logging including the large Shays that the area is known for. There are railcars, mills, log cars, and even a fish-stocking special. A roster of locomotives is also included. I found this book to be a welcome companion to Volume 1 which was published last year by Trackage Rights. This is eastern logging at its best. *Bob Brown.*



VIDEO REVIEWS

Imagination Station, P.O. Box 12394, Dallas, TX 75225 has entered the videotape field with a new two-part set of tapes called "Expanding the Denver & Rio Chama Western with Malcolm Furlow." Part 1 is now available and covers the construction of L-girder benchwork, risers, the track base and the laying of flex-track. The discussion is very detailed; Malcolm shows you how he builds so

rapidly and demonstrates his techniques and tools. Of the tools Malcolm mentions, the ideas of other people seem to be the most important. He finds ideas of other modelers in books and articles and modifies them to create his own version of his beloved Colorado railroads.

Malcolm also presents his philosophy of the hobby of model railroading. He muses about what the hobby means to him and discusses how his railroad may have trestles that are too high and curves that are too tight, but that it is *his* railroad and represents what Colorado means to him. There is also a sequence showing Malcolm's studio and shop. This room is obviously a place where he has gathered much of what is important to him: his music, his photography, and his models.

I thoroughly enjoyed this tape. I have always wondered how Malcolm accomplished so much in so short a time; now I have some idea of how he does it. He has developed shortcuts which work for him and speed up his modeling. Part 2 of this set of tapes will cover how Malcolm makes his scenery. Malcolm's performance in this tape is relaxed, entertaining, and full of humor. Another interesting feature of the tape is the use of action shots of the Denver & Rio Chama Western with sound effects. As the trains run by, you not only hear original music but the sounds of dogs barking, roosters crowing, people talking, and crickets "cricketing." I enjoyed this tape and I am looking forward to seeing part 2 when it comes out. *Bob Brown.*

Happy Holidays...



from the GAZETTE staff.

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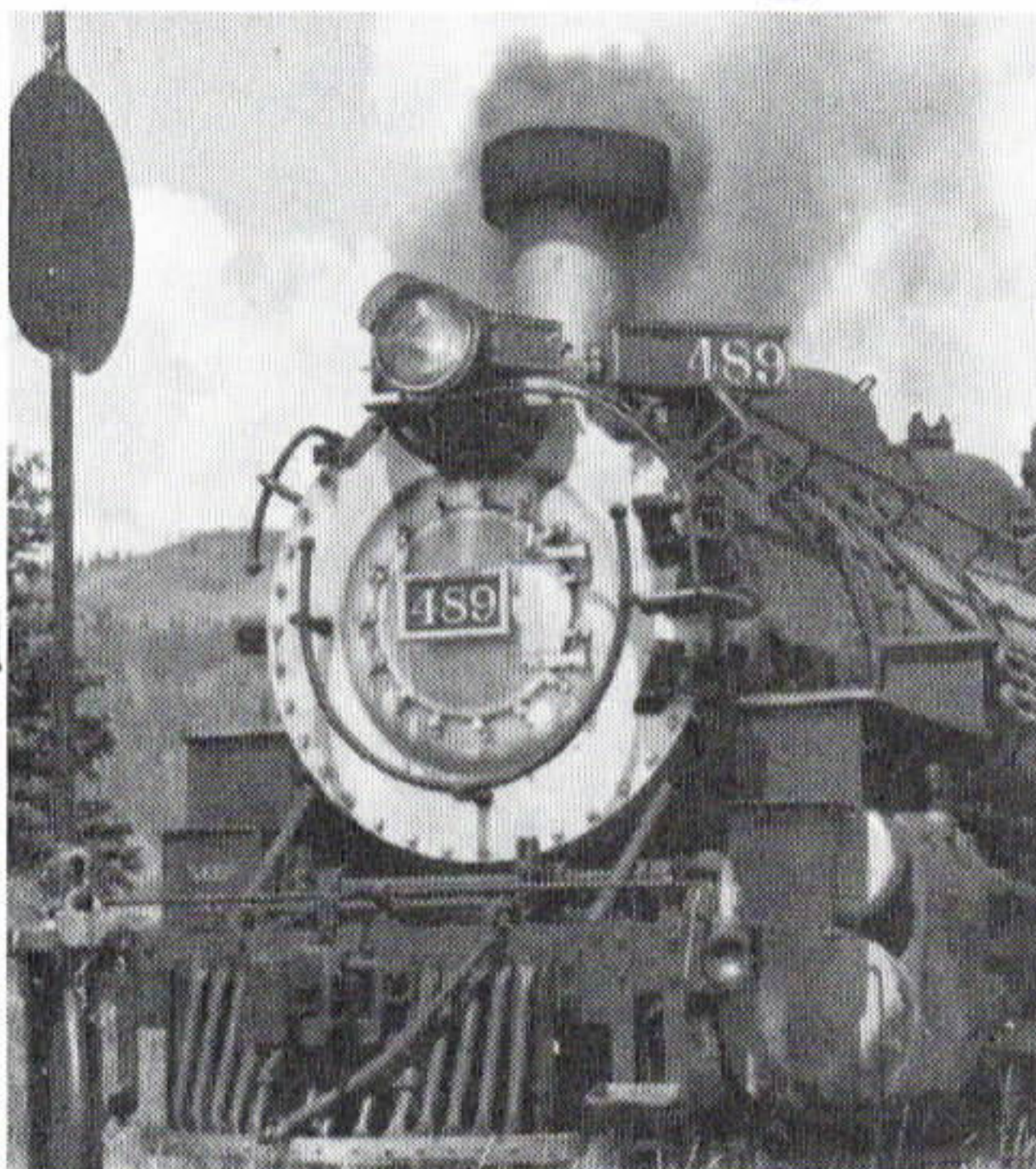


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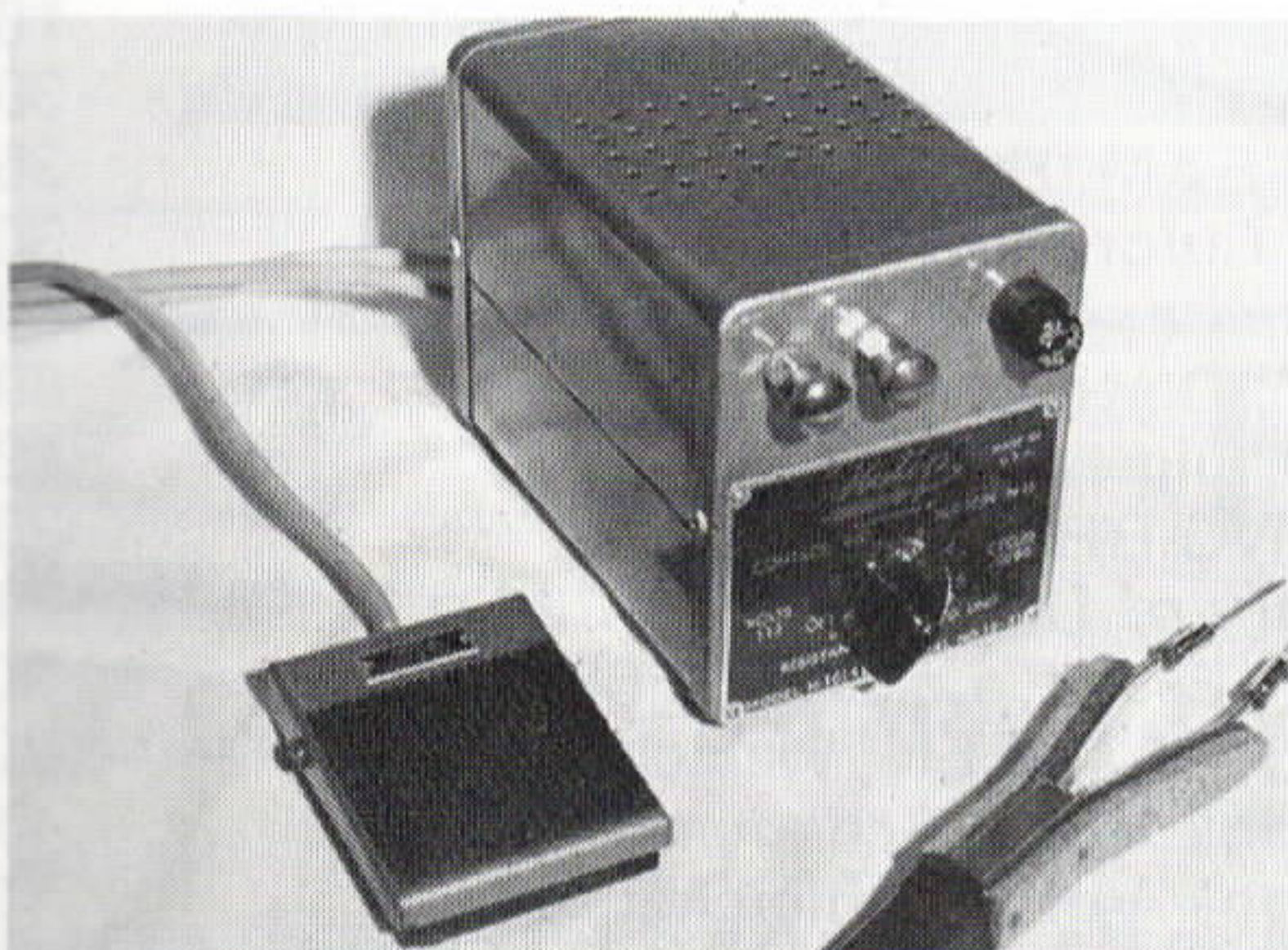
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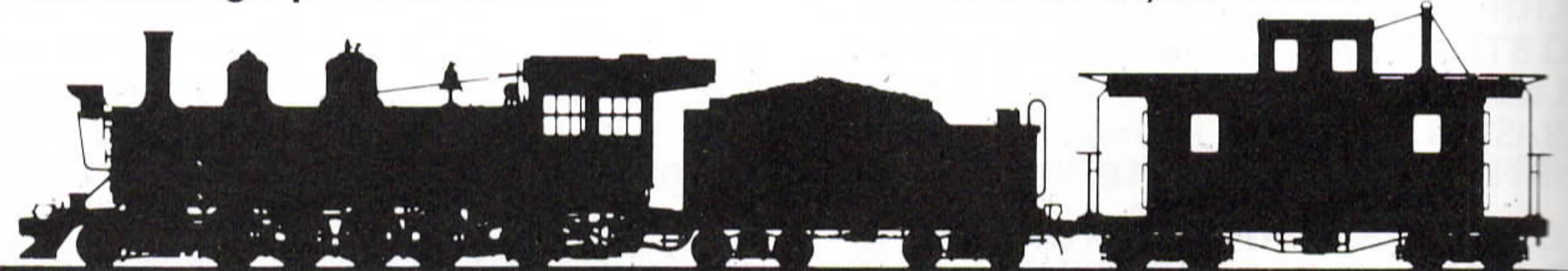
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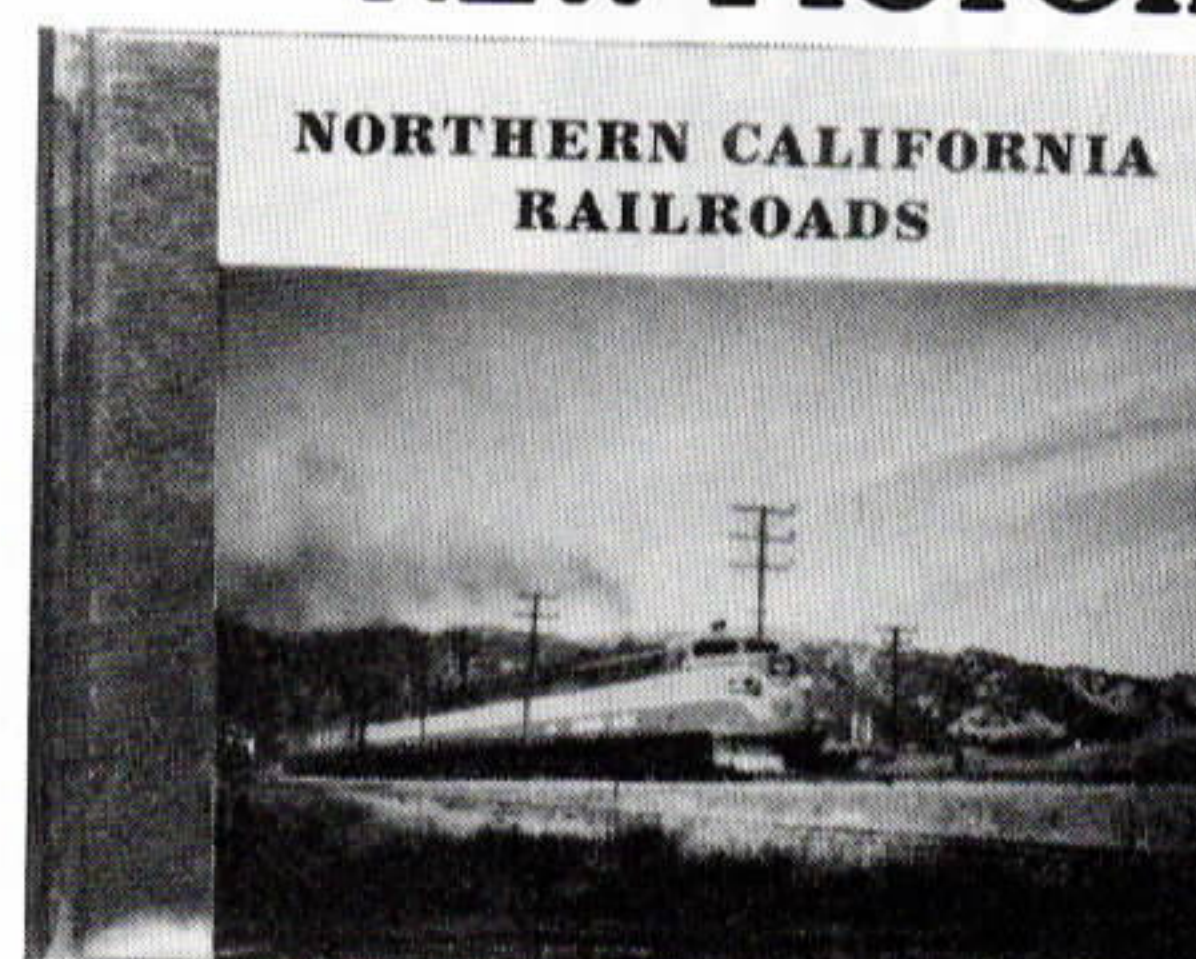
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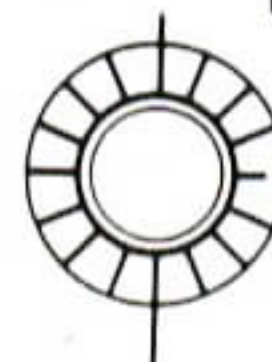
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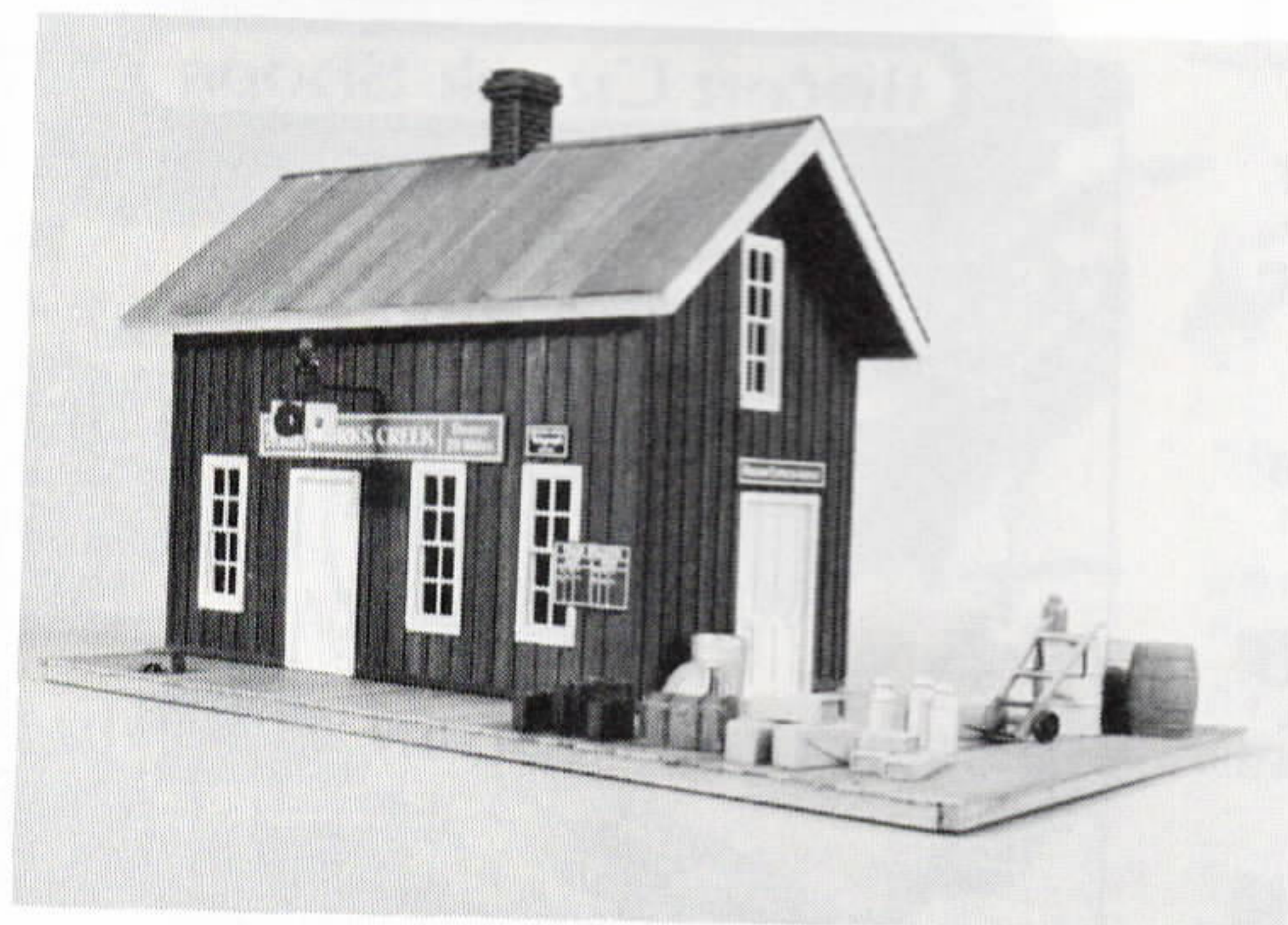
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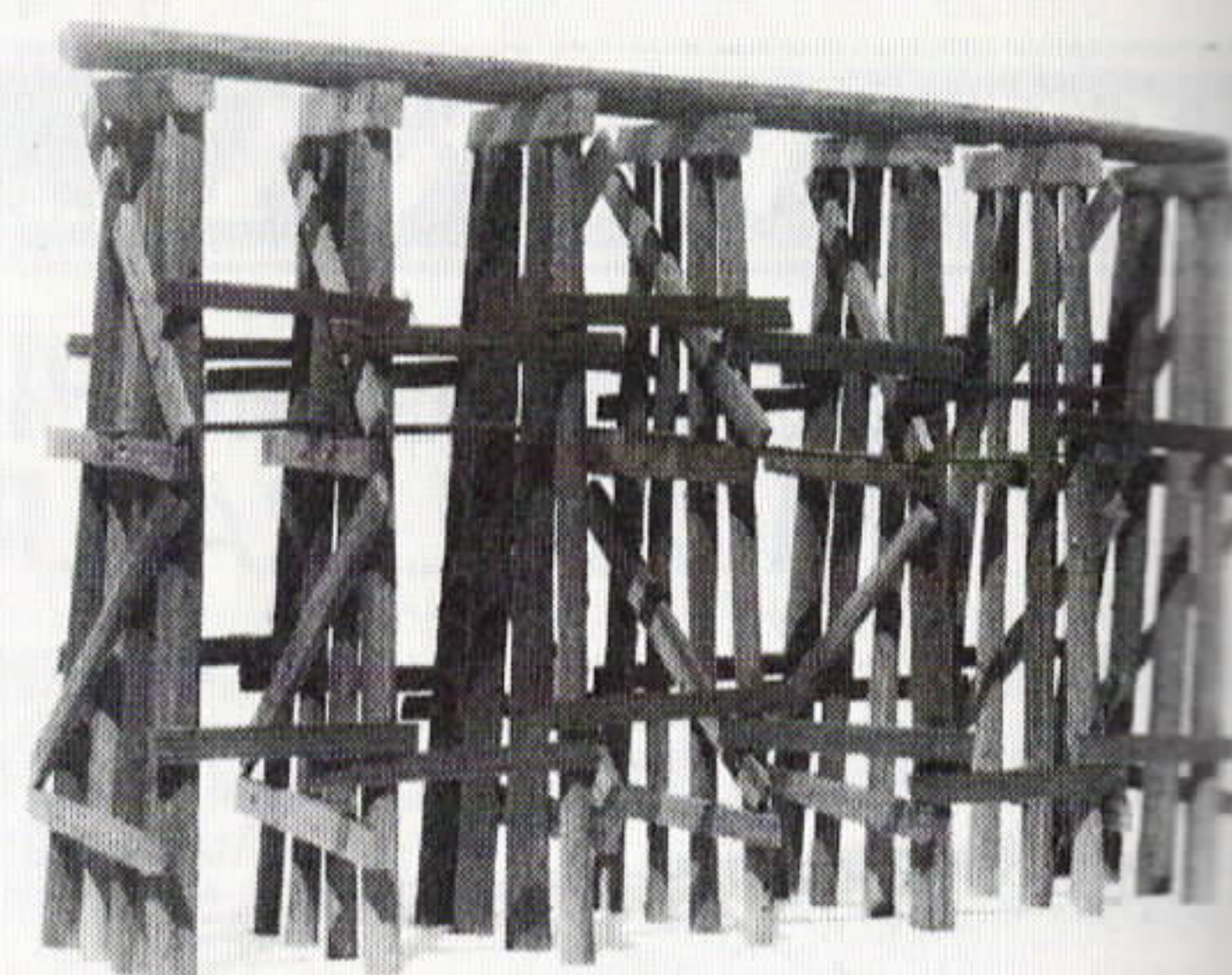


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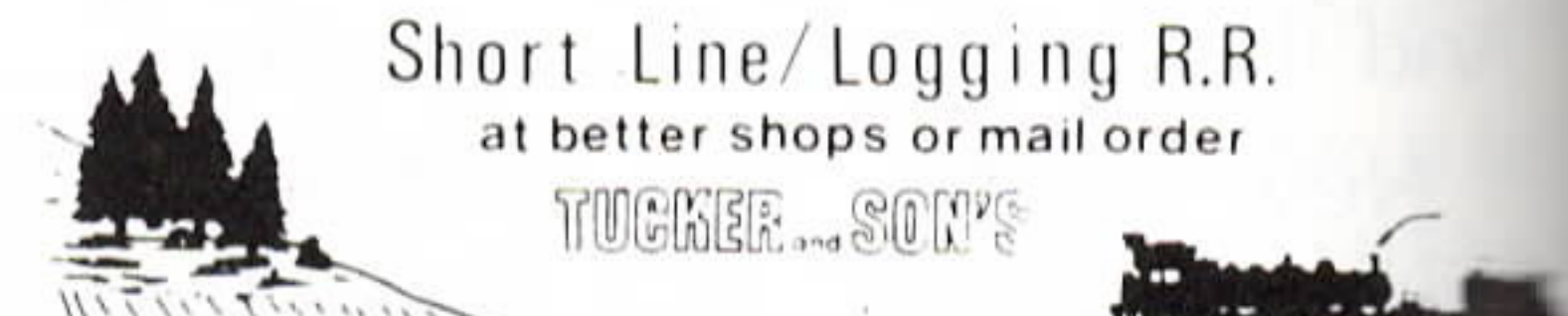
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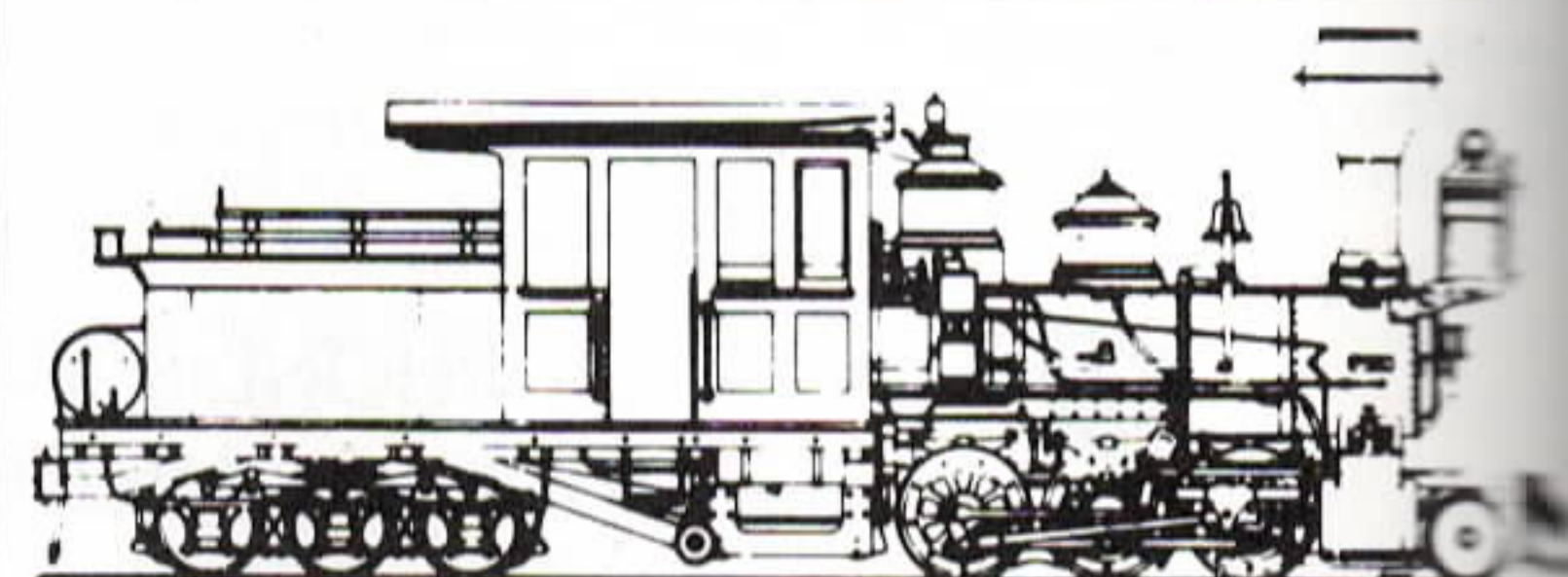
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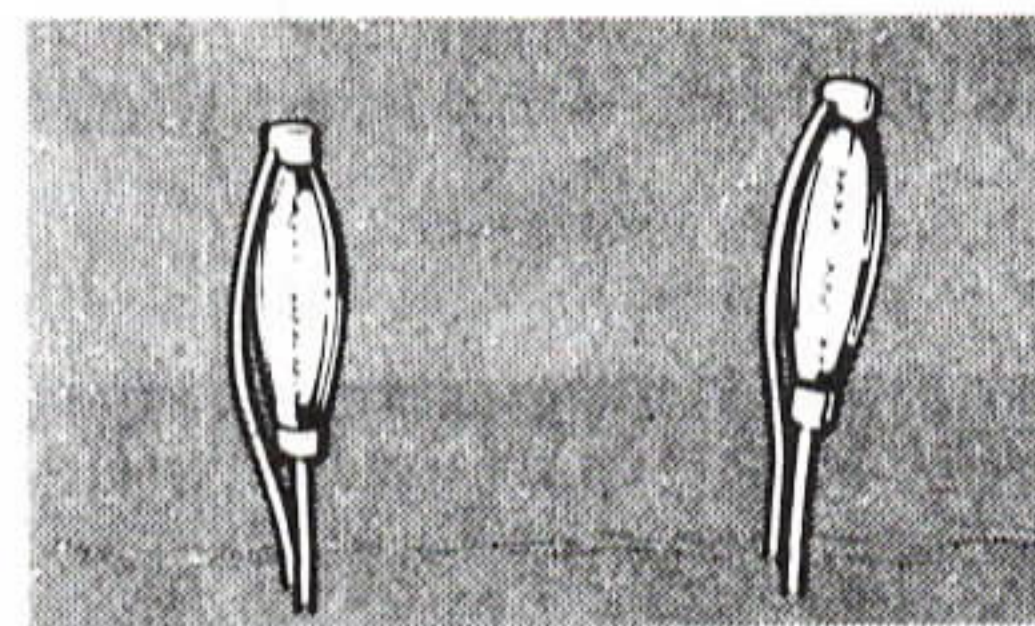
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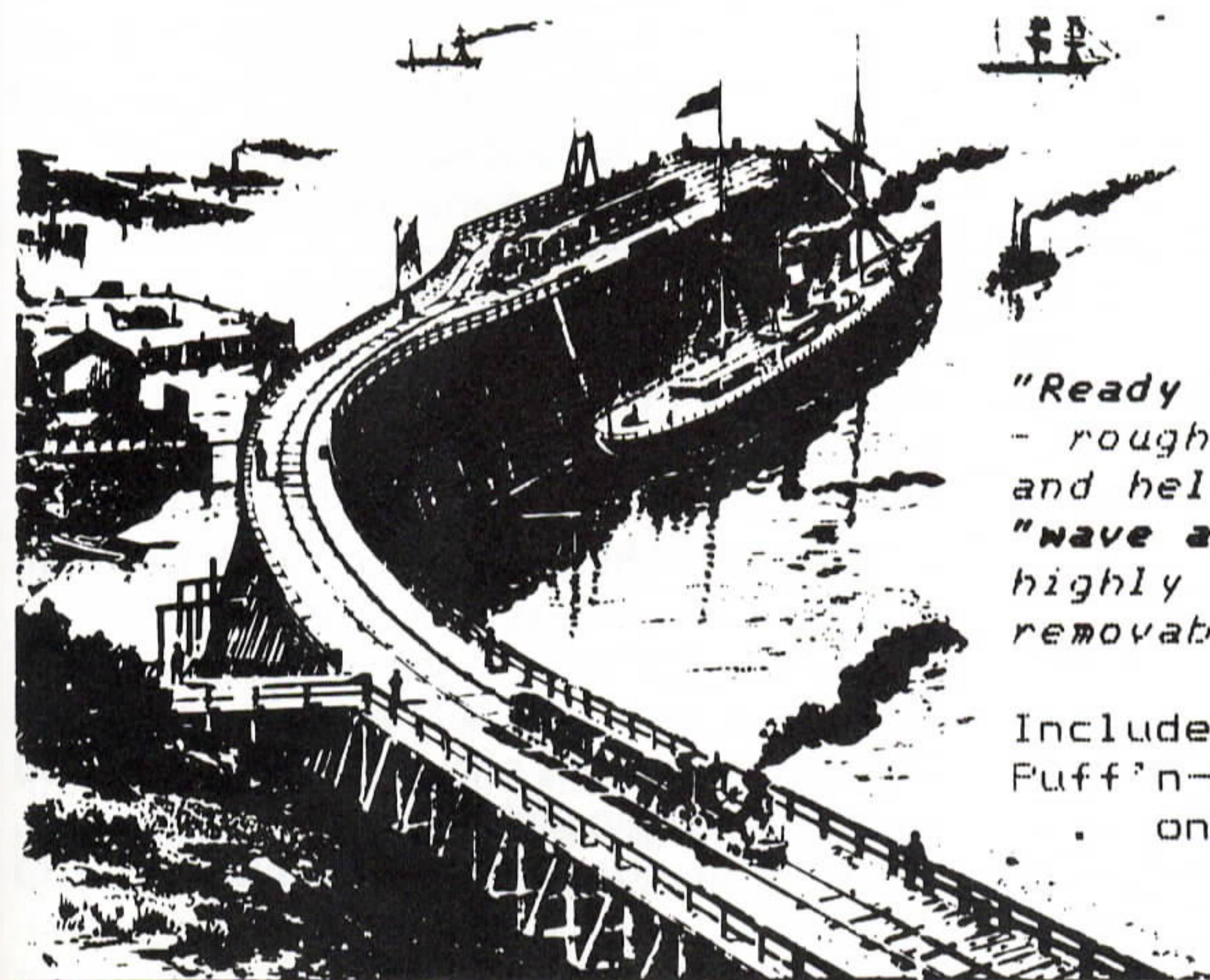
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Lemle's Roundhouse	94		Wallace Enterprises	56	
The Little Depot	92		Wm. K. Walthers, Inc.	77	
Littletown Hobbies	94		White Ground Model Works	77	
M.					Y.
Mainline Modeler	9		Thomas A. Yorke	21	
Micro Engineering	13				
Mini-Structures	56				

Address Changes, Mailing Lists, Air Mail, and Other Matters

Moving? We want to be the first to know your new address — but we must have your *old* address too, preferably in the form of your old mailing label. It would be nice if you could put your mailing label on the same card or letter with your new address.

Shhh!!! From time to time we sell our mailing list to carefully selected firms who sell products we believe would be of interest to our readers. If you don't want us to sell your name, just drop us a note or put the words "no promo" on your renewal notice the next time you renew.

Overseas subscribers only! Air Mail subscriptions? We still do not offer them. However, if you absolutely *must* get your **GAZETTE** by air mail, send \$25.00 extra for the postage and special handling costs. (That's \$45.00 total.) We will endeavor to send your **GAZETTEs** by Air Mail until the rates go up again, at which time you must send more money or we will just extend your subscription appropriately and send it by surface mail.

Coronado

SCALE MODELS

Fast Mail Order Service is Our Specialty!!

1544 E. CYPRESS ST. PHOENIX, ARIZONA 85006

POSTAGE PAID 3rd CLASS or UPS--1st CLASS 10% Ph.602/254-9656

Postage Extra for Visa, Master Charge, American Express, and Phone Orders. Foreign Orders Welcomed!

GRANDT LINE PRODUCTS

3079	On3 UTLX Frameless Tankcar	45.00
3079-6	Six Pack of Tankcars	240.00
3100	On2 Gable Bottom Ore Car	2/10.00
3101	On30 Gable Bottom Ore Car	2/10.00
3102	On3 Gable Bottom Ore Car	2/10.00
3103	On3 4-Wheel Side Dump Car	12.00
3104	On3 Small Tank Spout (metal)	2.50
5186	HOn3 D&RGW 30' Flatcar	14.50
5187	HOn3 D&RGW Wheel & Tie Car	18.75
5188	HOn3 D&RGW Drop bottom gon	coming
3072	On3 800 series drop bottom	39.50

THINFILM DECALS

On3	RGS Boxcar	1.00
On3	C&S/RGS Reefer	2.00
On3	CONOCO for Silver Tankcars	9.00
Sn3	CONOCO for Silver Tankcars	9.00
HOn3	CONOCO for Silver Tankcars	9.00

GLOOR CRAFT

339	HOn3 EBT Caboose Kit	12.95
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LA BELLE (Wood Kits-HOn3)

20	D&RGW Open Platform Coach	12.75
21	D&RGW Combine	12.75
22	D&RGW Baggage Car	12.75
23	D&RGW Postal Car	12.75
24	D&RGW "Alamosa"	12.75
25	D&RGW Closed Vest. Coach	12.75

THOMAS A. YORKE ENT.

O-138	O Scale Brick & Stucco Grocery	64.50
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DARR'S SCALE MODELS (turnout kits)

534	On3 Code 100, #6, RH	10.95
535	On3 Code 100, #6, LH	10.95
532	On3 Code 83, #6, RH	10.95
533	On3 Code 83, #6, LH	10.95

WOODLAND SCENICS (All Scales)

245	(Full Color Dry Transfer Signs)	
551	Advertising & Depot	4.95
552	Tavern, Gas Station, Commercial	4.95
553	Assorted Business Signs	4.95
554	Depot, REA & Advertising	4.95
555	Products & Advertising	4.95
556	Road, Product & Burmashave	4.95
557	Logos & Advertising	4.95
	Warning Labels & Commercial	4.95

SCENTARE, INC.

2500	Field Grass (18" x 30")	9.95
2510	Prairie Grass (18" x 30")	9.95
800	12 - 8 inch Pine Tree Kit	19.95
1600	6 - 16 inch Pine Tree Kit	19.95

UNITED SCALE MODELS

HOn3	Caddo River Lbr. 2-truck Shay	345.00
HOn3	Cowichan 2-truck Shay	345.00

DURANGO PRESS

DP-52	On3 RGS #01 Flanger	59.95
DP-88	On3 Marion Steam Shovel	380.00
DP-90	On3 D&RGW Pile Driver OB	275.00
DP-20	HO Perkins Produce	27.00
DP-15	HO-O Barrels	4/ 2.25
DP-23	N-HO Barrels	10/ 1.95
DP-34	HO Bridge Shoes	4/ 1.50
DP-76	HO-O Coal Buckets	2/ 2.50

THE GOULD COMPANY

4021	HO 40', 50-ton Steel Flatcar Kit	8.95
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THE FLYING ZOO

HOn30	SR&RL #10, 2-4-4T	229.95
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E & B VALLEY

3100	HOn3 D&RGW Stock Car Kit	13.95
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TAURUS PRODUCTS

305	HOn3 Wood 20' Ore Car Kit (2)	13.95
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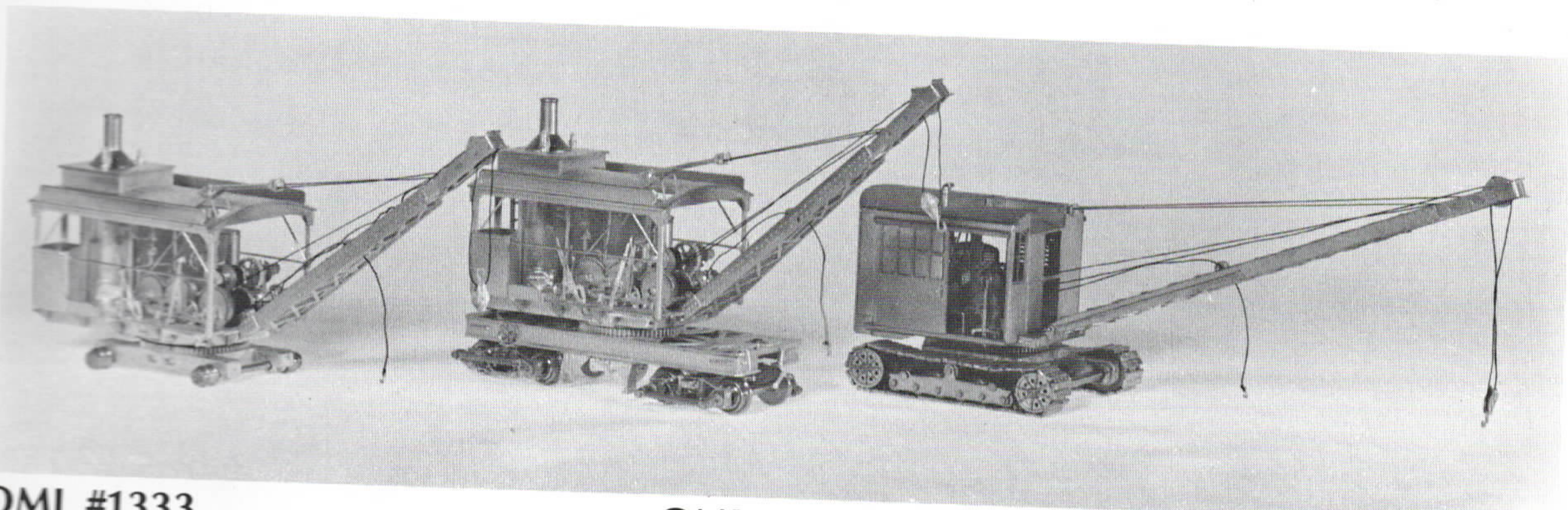
BOOKS

"The Last Gold Rush" (Victor, Colorado)	10.00
"The Cripple Creek Road" (Midland Term.)	24.95
"Narrow Gauge to the Hills"	15.95
"Colorado Mountain RR's" by LeMassena	49.00
"Book Cliff" by McLeod	25.00

"Your one-stop source for Narrow Gauge supplies"

SAS

Logger's Delight



OMI #1333

OMI #1332

OMI #1350

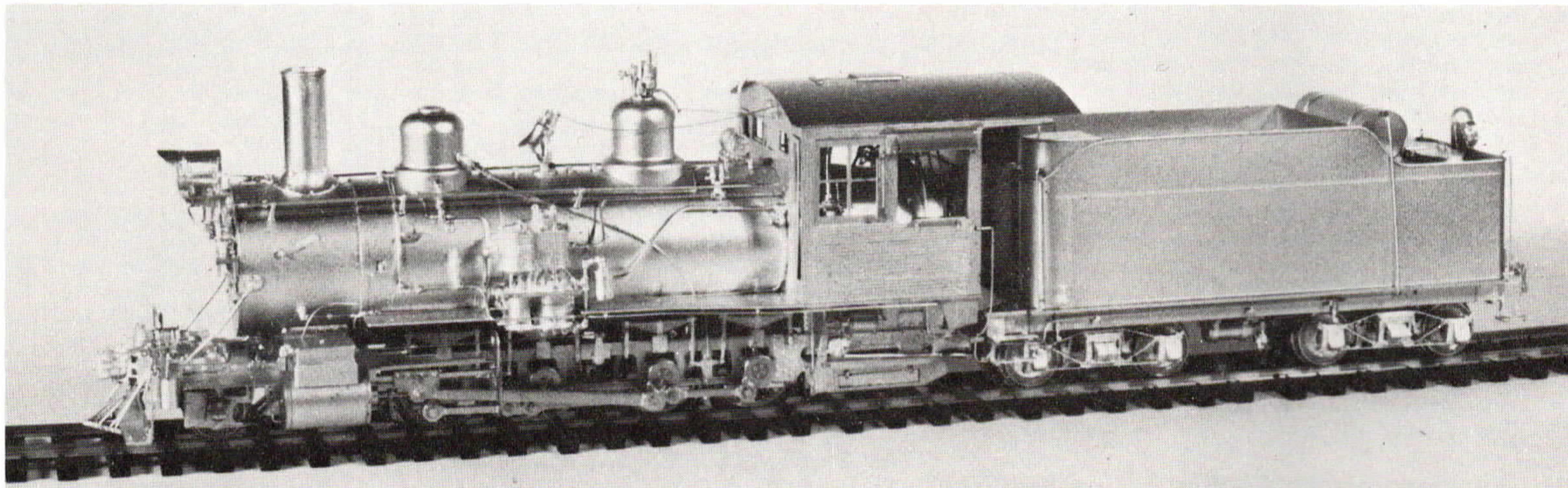
Our complete line of loggers are the finest models offered. Regardless of operating location, these jewels are right at home. The Gopher Crane has a cast diesel engine, enclosed body, sliding doors and **working** treads. All built by M. S. Models of Korea in HO scale, OMI #1332 also includes HOn3 trucks. Watch out O scalers! Photo by R. Sorg.

Overland Models, Inc

RR 12, Box 445, Muncie, Indiana 47302

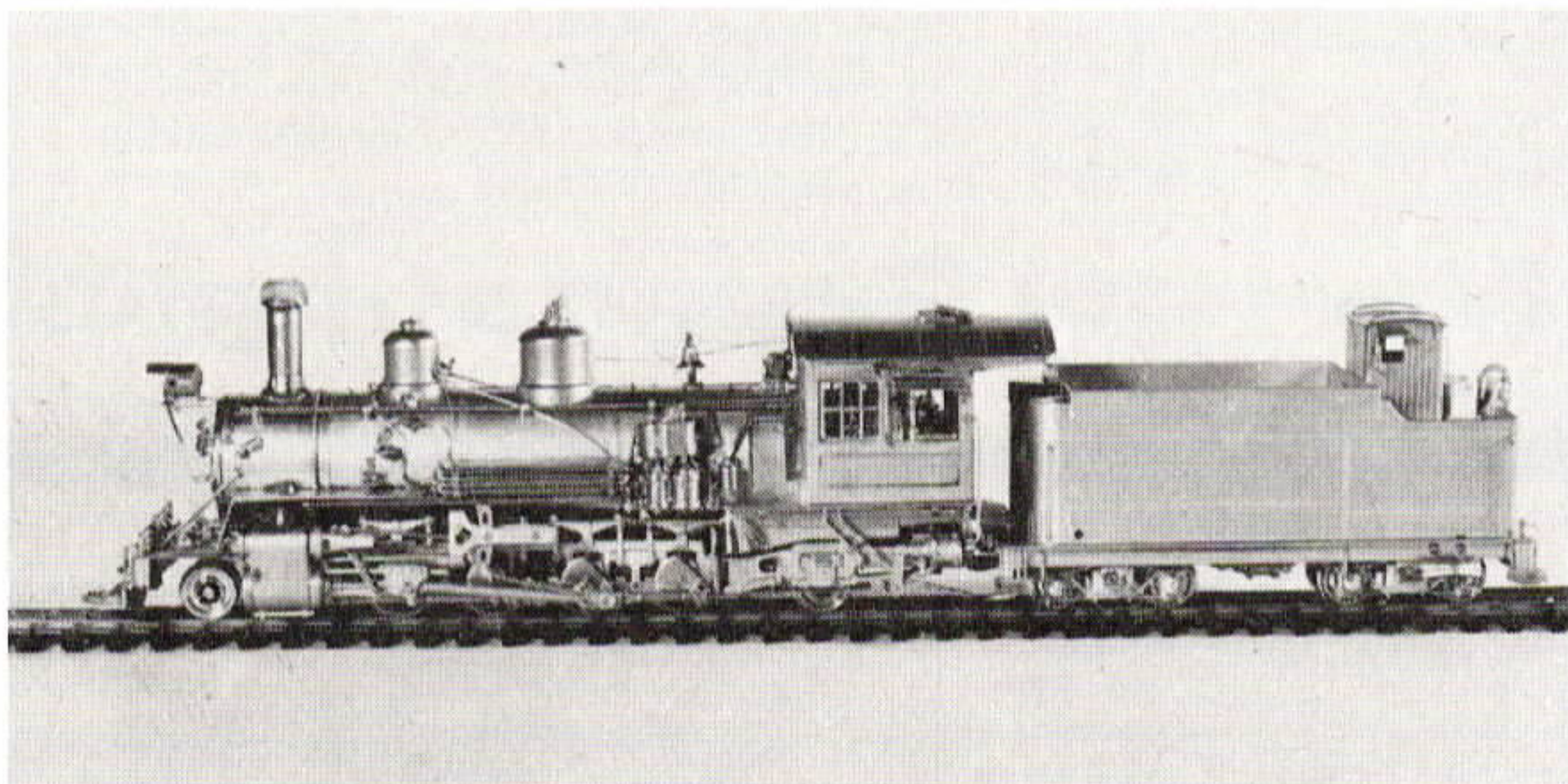
**LOCO'S, CABOOSES AND TRACK
ALL FOR YOUR WINTER RAILROADING**

D&RGW C-25 IN ON3



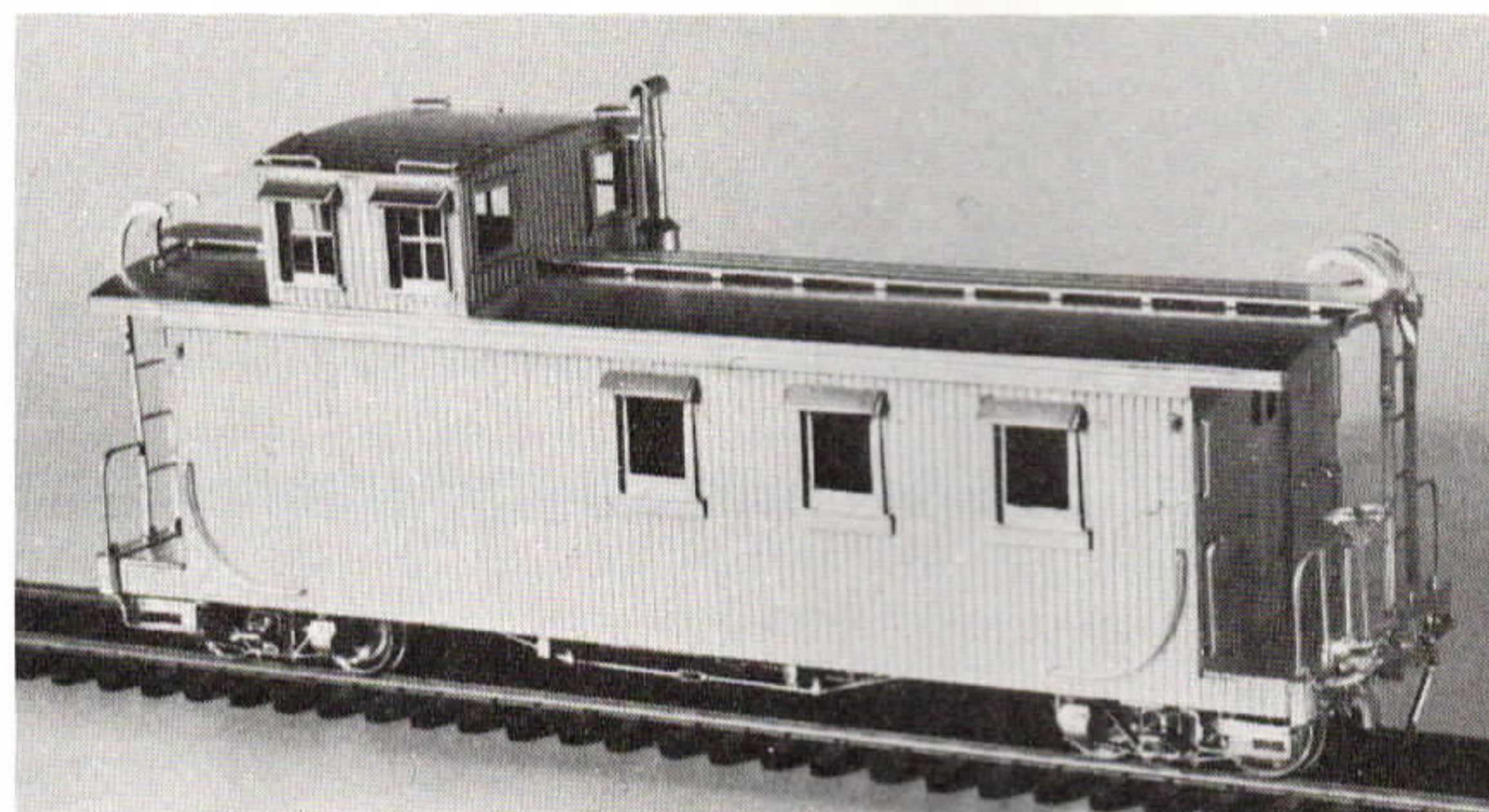
Our model of #375 comes with a Canon motor, idler gear box, tender drilled for sound, sound cam mounted on first axle, parts to convert tender to switcher version and many new lost wax castings. #15057 RTR / #15057-1 RTR/Painted
(both are in stock)

D&RGW K-27 #453



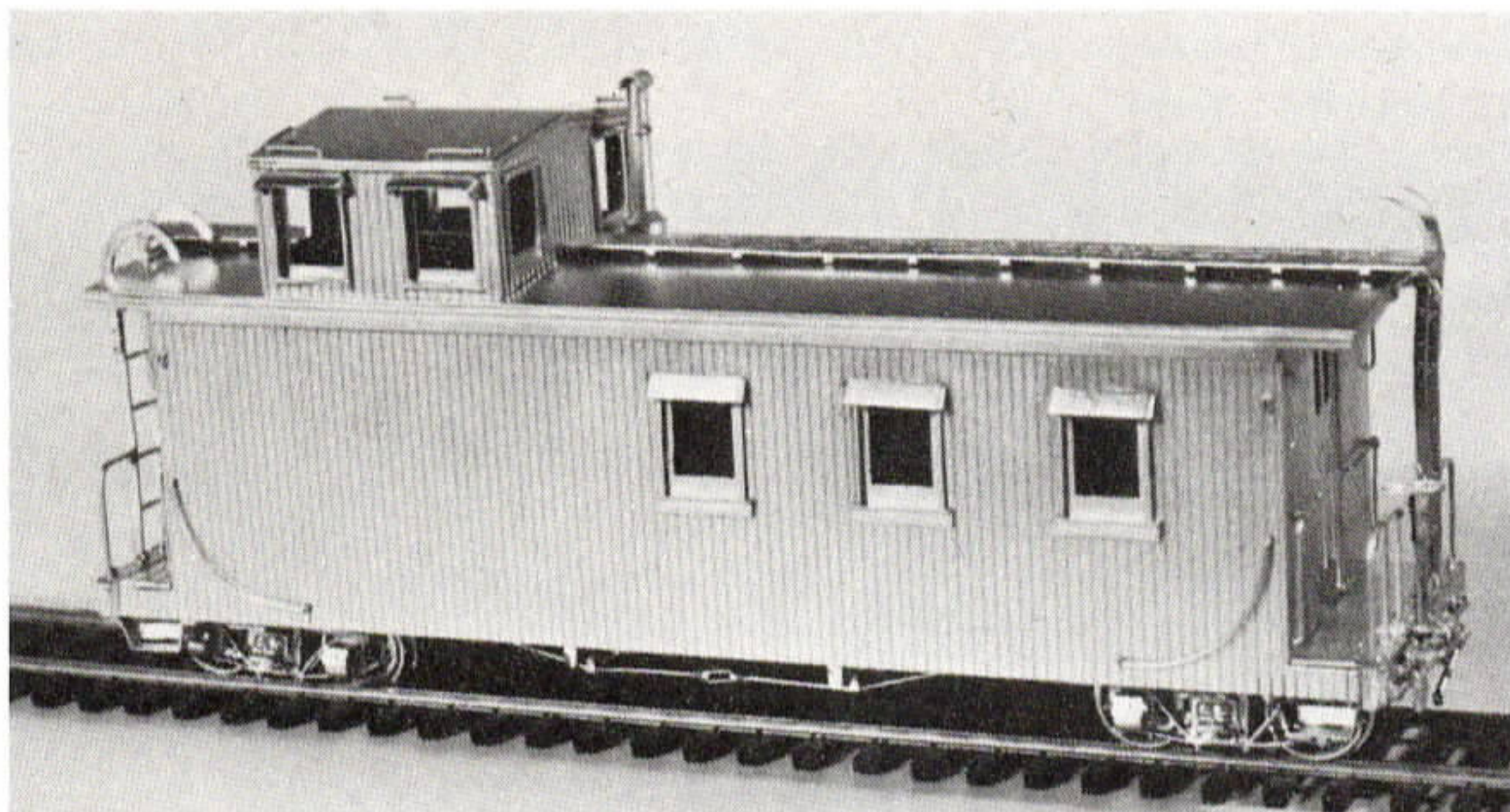
HOn3 RTR #15099

Reserve Kit #15101

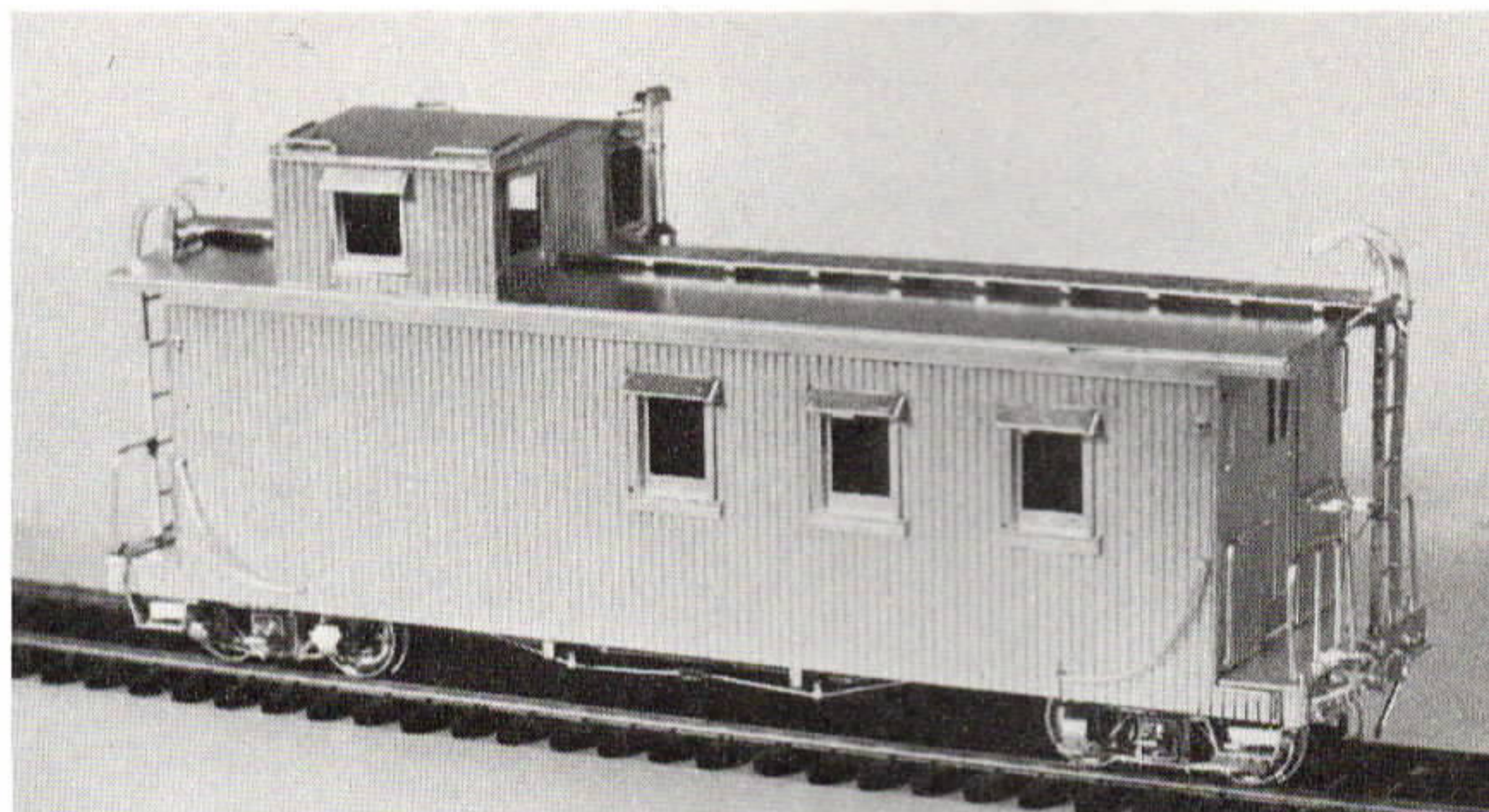


#15480 Round Roof Caboose HOn3

CABOOSES DUE IN LATE OCTOBER



#15482 Peaked Roof Caboose HOn3



#15484 Peaked Roof Single Cupola Window

TOP TRACK

Number	Gauge	Code	Type	Qty.	Price
PSH-4980	On3	100	Straight Flex	Pkg. 4	\$17.80
PSH-4081	On3	83	Straight Flex	Pkg. 4	\$17.80
PSH-4982	On3	70	Straight Flex	Pkg. 4	\$17.80
PSH-4983	On2	70	Straight Flex	Pkg. 4	\$17.80
PSH-4931	HO/HOn3	83	Mainline dual gauge	Pkg. 6	\$22.50
PSH-4932	HOn3	83	Mainline D&RGW	Pkg. 6	\$18.25

TOP TRACK

Number	Gauge	Code	Type	Qty.	Price
PSH-4925	HO	100	Straight Flex	Pkg. 6	\$18.75
PSH-4926	HO	100	Curved Flex Elevated	Pkg. 6	\$19.75
PSH-4927	HO	83	Straight Flex	Pkg. 6	\$18.75
PSH-4928	HO	83	Curved Flex Elevated	Pkg. 6	\$19.75
PSH-4929	HO	70	Straight Flex	Pkg. 6	\$18.75
PSH-4930	HO	70	Curved Flex Elevated	Pkg. 6	\$19.75

HO/HO3 PARTS CATALOG #4 IS IN STOCK NOW — \$12.50 + \$1.50 SHIPPING

SEE YOUR LOCAL PSC DEALER, FIRST!

